

STEAMBOAT BILL

No. 74

SUMMER 1960

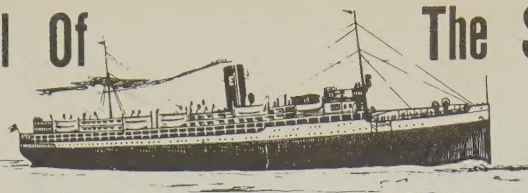


Journal Of The Steamship Historical Society Of America

West Barrington



Rhode Island



STEAMBOAT BILL

A publication relating primarily to North American steam and other power vessels, past and present, and issued to promote and coordinate the activities of historians and collectors by The Steamship Historical Society of America, Inc. The success of **Steamboat Bill** depends on sustained cooperation of SSHSA members, and material for possible publication is welcomed. Though no responsibility for unsolicited manuscripts can be accepted, care will be taken to ensure their safe return if requested. Opinions expressed by authors are not necessarily those of the editors. Subscription to **Steamboat Bill** is by membership in the Society (see the inside back cover). Active membership four dollars. Single copies one dollar.

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Number 74

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Volume XVII, Number 2

Pilot House

To mark this, the Twentieth Anniversary Issue of Steamboat Bill, we lead off with a "Memo From The Founder" - Jay Allen, of course, who, with an assist from Capt. Walter Scott, tells us more about his beloved Maine Coast steamboating, and in particular, J.T. MORSE, the steamboat that may be said to have started it all. And on p.62 is another of his inimitable and irreplaceable FANTAIL sessions.

Our second editor, Sandy Adams, can be with us in spirit only - but what a spirit was his! At a time when he was working himself to death, literally, in the war effort, he took over as editor 1943-1946 and brought us through the difficult war years when the original staff found themselves in widely separated parts of the world in the various Services, as did many SSHSA members themselves.

Our third editor (1946-1949), Frank Braynard, tells us of his favorite, the pioneer ocean steamer, SAVANNAH, whetting our appetite for his forthcoming book, for which he has done a staggering amount of research and successful detective work.

Brad Mitchell, our work-horse fourth editor (for six years, longer than any other), we did not dare to ask for any more than he is already doing: see his REVIEWS (p.58-61); OVERSEAS (p.57); INLAND RIVERS (p.56).

Loren Graham, whose beautiful photo of old MOUNT WASHINGTON lent such a pleasant aspect to the first page of our first issue, and who has served faithfully all the years since, tells us some of his reminiscences of the old Nantasket Beach steamboats, illustrated by photos from his collection, only one of which, ironically, is from his own prolific camera.

Our regional editors, as they did for the Tenth Anniversary Issue, provide us with

decade-end reviews, mostly sad listings of abandoned routes and vessels, but with an occasional glimmer of light here and there.

As for your present editor, regretfully he is represented only by profuse apologies for the lateness of this Anniversary Issue!

* * * * *

As we end the second decade of Steamboat Bill, we mourn the death of our Society's Secretary, Ed Patt, at the same time that we celebrate the Twenty-Fifth Anniversary of our Society's founding in 1935. A tribute to Ed appears elsewhere in this issue (p.45), but because Ed had so much to do with the founding of our Society, and because later his life was so much a part of the Society's, and the Society's life a part of his, we would like to tell something of how Ed came to be so interested in steamboats and their history, and how the Society came to be formed. Fortunately, Ed left behind some autobiographical notes concerning just these two fields, in the form of memoirs written at the suggestion of the late Sandy Adams in 1946. We here quote from selected paragraphs of Ed's story:

"My earliest recollections of an interest in steamboating dates from trips on Narragansett Bay at a very early age. Providence was at that time a beehive of steamboating and Sundays during the summer were always the occasion for either steamboat or trolley trips with my Dad to the various Bay resorts. ...We would take MOUNT HOPE for Newport, take the trolley to the Beach, have our dinner or basket lunch there and then return to Providence either via trolley to Bristol Ferry, cross on the ferry and then by electric train from Bristol, or we would cross the ferry to Jamestown, take the horse-drawn van across the island, ferry to Saunderstown and then

(Continued on page 46)



J.T. MORSE at Manset, Mt. Desert Island. At the bell pull forward of the lifeboat is Capt. Winterbotham. Note "Eastern S.S.Co." is still on the bow, rather than the later "Corp." or "Lines, Inc.," indicating that this photo was made during the era of which Captain Scott writes on pages 36 and 37. --Photo by courtesy of W. H. Ballard.

M E M O F R O M T H E F O U N D E R -- J a y A l l e n

From eleven mimeographed pages to notice by the New Yorker succinctly summarizes the progress of STEAMBOAT BILL OF FACTS since her launching in April, 1940. As her first skipper I remember vividly the skepticism expressed when I first proposed starting a journal for "steamboat fans." I also remember most gratefully the faithful support I received on those first trips with small passenger lists. In the Tenth Anniversary - Issue, No. 33, March, 1950 (Vol.vii,No. 1), I paid tribute to these fellow pioneers. Now I want to express my pride in the accomplishments of all those who have come aboard since, for, as I said then, "It is you--editors, contributors, and readers alike--who have made each succeeding trip increasingly enjoyable and rewarding to us all."

Among the most faithful and hard-working supporters of STEAMBOAT BILL was Ed Patt. His work was behind scenes, mailing the BILL, and enlarging the membership which made the continued growth of the BILL possible. His tremendous enthusiasm and industry were infectious, whether in person, or through his voluminous correspondence. His name first appears in the second issue of SB (August, 1940, p.22) in the "Directory of New Subscribers" thus:

EAP Edwin A. Patt, 12 Joyce St., Barre, Vt., R. I. Coal business. (2) Smaller passenger sbts., old paddle wheelers, especially, Maine to NY. (3) Sec'y American SS Historical Society; research; some writing, photos, books.

Would that he had been allowed to live to see this Twentieth Anniversary Issue of one of his chief interests." And how we shall all miss him!

I remember that I felt very virtuous (in my New England fashion) in not running an article about the J. T. MORSE until the third issue, December, 1940. For the J. T. MORSE happened to be the steamer that made me a "steamboat fan," and so led to the founding of STEAMBOAT BILL. For that article I was fortunate in finding Capt. Walter E. Scott for its author, a man who had served on the MORSE as a freight handler. Now, twenty years later, I turn to Capt. Scott again, since he writes about my favorite steamer so much better, and with so much more intimate knowledge than I.

But first--not a message from our sponsor, but a couple of additions to my article "Morsiana" which featured the Tenth Anniversary Issue. Here was a brief "Reference List" (p.4) to which I would like to add Capt. Scott's "Story of Gold Double Eagle Under MORSE's Mainmast Told For First Time," in the Rockland Courier-Gazette, April 7, 1956. Also the MORSE is included in "Sail and Steam Along the Maine Coast," by Vincent Short and Edwin Sears (Portland, Me., Bond Wheelwright, 1955) p.184-5. I'd be interested to know when she ran to South Blue Hill and Sullivan, as stated there. Finally I want to add to the list of paintings (SB, vii:27) the superb one by Wallace Randall that hangs in our home. My interest in "Morsiana" is still active, and I would be more

than happy to hear from others who knew the boat. I still lack the data listed in SB, vii: 27, namely: Printed schedules 1904-6, 09-11, & 1913; details of the trip to Eastport, 1925; last logbooks, which I saw on her as YANKEE; whereabouts of her bell; architect's plans.

The following letter from Captain Scott is another proof that working on steamboats did not necessarily kill a man's feeling of romance about them, nor his sense of humor--hard work though it was.

- o o o -

WORKING ON THE J. T. MORSE

By Capt. Walter E. Scott

(Condensed from two letters to Jay Allen - August, 1957, and December, 1959)

Dear Mr. Allen:

The mailman brought my "Steamboat Bill" today.. Before reading it I turn to the back page where I am sure to find "Heard on the Fantail." Each time I read this column I get the same thrill as when I first read your "History of the Steamer J.T.MORSE," which I have among my priceless possessions.

I served on every steamboat the Eastern S. S. Co. owned. The J.T. MORSE, CITY OF BANGOR, and PENOBSCOT were my favorites. Having served three years of my youth in the handles of freight trucks and coal carts on the J. T. MORSE, she seems very close to me. I can still hear the thumping of a capstan bar on the forward deck by the veteran night watchman James Young. This was the signal for us Rouse-a-bouts to rouse out of our bunks in the lower fo'castle, and get our mug up of coffee and hard tack, as the Boston Boat has passed White Head. This would give us just enough time to get coffee, take out the forward shutters, haul out the gangplank, and oil up the freight trucks.

As we hauled out the gangplank, we could look up to see dear old Maggie Higgins hustling around in the upper saloon. Chief Engineer Allen and Assistant John Marshall were in the engine room, and Charles Lewis, oiler and water-tender, would be connecting the hose to the dock hydrant to give her boilers an extra drink. Mike Kelley, the fireman, would come to the forward shutters for a breath of fresh air, wiping his brow with a wad of oily waste, and smoking a short stem T.D. clay pipe. He would

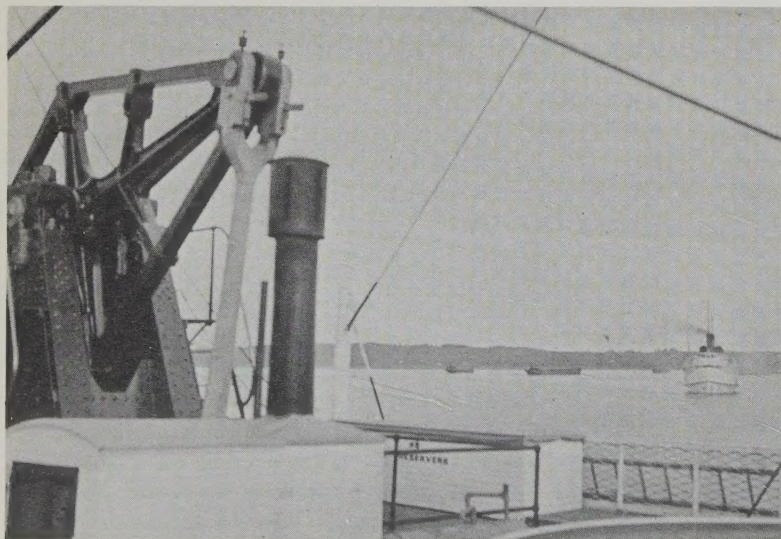
greet us freight handlers with the words,

"Youse guys have a snap---just sitting there waiting for the Boston Boat! I would like to see some of youse down below straddling a slice bar!"

Good old Capt. Winterbotham! I can see him now with his limping gait on his way to Agent Sherman's office. Addison Shute, pilot, and his nephew Harry Shute, quartermaster, mingled with us boys as one of the family.

Soon the Boston Boat would blow her two prolonged blasts for the dock. Then there was the thunder of the gangplanks going on board, and from then on bedlam let loose. Out came the freight for Bar Harbor and way landings. On the dock freight trucks criss-crossed each others' paths on their way to the J. T. MORSE, JULIETTE, CATHERINE, MONHEGAN or MINEOLA. Those who did not keep moving got nipped in the heels by a truck blade. At the head of the freight slip, in tight-laced pants, were footmen, each holding a beautifully groomed horse for Bar Harbor. With bodies glistening under gaudy-colored fly-nets, tails neatly braided, and legs tightly bandaged, the horses danced, reared, and winced in fear as we sprinkled sawdust on the slippery freight slip. Fancy rubber-tired buggies, buckboards, and carryalls was the last thing to come on board.

With freight on board and lines cast off, Rockland Harbor shores was washed with the wake of steamboats going in all directions. The Boston Boat rounded the breakwater headed



"The Walking-beam Treads No More." Walking-beam of J. T. MORSE showing the "Boston Boat" (CAMDEN) about to make a landing at Tillson's Wharf, Rockland, Maine.

--Photo by Jay Allen

for Camden, the MORSE for Dark Harbor, the CATHERINE for Blue Hill, and the JULIETTE for Bass Harbor. Trailing behind was the little steamer W. G. BUTMAN bound to Criehaven and Matinicus.

I was on the MORSE the year she was manned by that historic crew of officers: Capt. F. L. Winterbotham, First Officer John Hosmer, Chief Engineer Charles Allen, and Stewardess Maggie Higgins, all transferred from the steamer MT. DESERT. Frank Allen, formerly Mate of the FRANK JONES, was Second Officer, and William Robbins, formerly Second Officer of the FRANK JONES, stowed freight in the port gangway, while I stowed the starboard gangway. George Higgins was Purser, and John Marshall, also from the MOUNT DESERT, was Assistant Engineer.

I was relieving Harry Shute as quartermaster for one trip west when the J. T. MORSE hopped rather than sailed over Bass Harbor Bar. It was an unusual low tide. Just before we reached the Bar, Capt. Winterbotham remarked to Pilot Addison Shute,

"We'll have no water to spare under us when we cross that Bar."

The captain ordered me to turn the wheel over to Pilot Shute and to go to the freight deck and ask 2nd Mate Allen to roll all trim barrels to the starboard to give her a list to shoal her draft. The wind being quite strong from the southwest on her port side helped to list her also.

I reached the freight deck and helped with the trim barrels. Soon I heard one bell for "slow" to signify that we were over the Bar--or at least her bow was. When the real shoal water was amidship she bumped and started hopping. Each time she bumped she would roll down. The last bump slowed her almost to a dead stop. She rolled down to put her starboard guard under water. Chief Engineer Allen said she threw her port paddle wheel out of water and for a second the engine vibrated and shook the "A" frame as though it was loose on its fastenings. Capt. Winterbotham slammed in the jingler about eight times. The MORSE shuddered and shook and took a surge ahead. Now waterborne she made about three rolls from starboard to port and back, each time plunging her guards under water. And when she had recovered herself back to an even keel, the freight deck was a mess to behold.

When she had been on her beam ends to the starboard, the strain on the shifting boards in the port gangway broke the stanchions. The entire gangway full of freight crashed down the full length of the side bulkhead on the engine room, completely blocking the alley-way leading aft. Time had allowed us to roll on-

* COVER PICTURE *

Our cover photo shows Nantasket Beach Steamboat Company's ROSE STANDISH taking the official party through Cape Cod Canal during the canal's opening celebration in 1914. On

ly three trim barrels to the starboard. The fourth was held by its blocking on the port side. The last thump the MORSE made on the Bar jumped the barrel out of its blocking and a barrel of cement and iron weighing a half ton was on the loose across decks. It made a pathway through a pile of five-gallon Poland Spring water jars, made a chicken sandwich of a crate of old hens from Seal Harbor, to finally land in the starboard horse-room, barely missing two pure bred horses being shipped from Bar Harbor to Rockland. The trim barrel was stopped by a barrel of mustard going to the Farnsworth Sardine Factory in Brooklin that had been carried by that morning by mistake. The side of the mustard barrel was crushed against the bulwarks. This is all that prevented the trim barrel from going out through the side of the MORSE. But about fifty bundles of boxes of smoked herring taken on board at Manset could have been sold as "Smoked Herring Cured in Mustard."

Incidents such as this was a part of a steamboatman's life. Those ten years before I earned the stripes on my sleeves were the happiest of my life. A rouse-a-bout of the side-wheel era was happy, free, and independent, spending the summer on the Bar Harbor Line, and migrating to Boston's Atlantic Avenue during the winter months with old timers like the PENOBSCOT on the Portland, Bangor, or St. John Line. Cargo was harder to handle on the PENOBSCOT. Her gangways were narrow, and her forward deck space was more or less cut up, which made freight-stowage difficult. Freight-handling was especially mean at low tide, and the fact that she had to be coaled up at Winterport as well as at Foster's Wharf, Boston, made her pretty much of a workhouse for a rouse-a-bout. However, hard work and long hours went hand in hand with a steamboatman's life in those days. And she was a home in winter on two trips a week, going only as far as Winterport on the Penobscot River.

PENOBSCOT, CITY OF BANGOR, J. T. MORSE.. Since those fog whistles have been stilled our coastline is grim and silent. The waters are no more disturbed by the churning buckets of paddle wheels. The walking-beam treads no more, and that familiar tap of the engine duck-bills opening and closing the valves is a silent memory in our hearts. The ash-hopper shoots no more clinkers over the clear waters of Penobscot Bay, and when the nigger-head swung the rudder of the J. T. MORSE for the last sharp turn on her last two-minute course close to the kelp-covered ledges of Merchants Row the real beauty of Penobscot Bay passed into oblivion.

Very sincerely,
(Signed) Walter.

the bank at the right is the private train of August Belmont, head of the canal company. More about ROSE STANDISH and the Nantasket line will be found on pages 41-44.

--Photo courtesy of R. Loren Graham

OFFICIAL RETURNS OF STEAMSHIPS REGISTERED IN THE UNITED KINGDOM,
GIVING DIMENSIONS, ETC., 1851 - 1870

By Commander C. R. V. Gibbs, Royal Navy (Retired)

A Return, in Tabular Form, with Consecutive Numbers, of the Whole of the Steam Vessels Registered in the United Kingdom on or before the 1st Day of January 1861 - such is the title of a document which inspired an article, "The First 1945 British Steamships" reviewed in the December 1958 number of Steamboat Bill. The title is ambiguous, to put it mildly. It is easy to understand how the writers of the article were misled into believing that the Return in front of them included every United Kingdom steamship, whether surviving or not, which had been completed up to 1st January 1861. Unfortunately this interpretation is incorrect, for the Return is concerned solely with vessels actually on the United Kingdom registers (i.e. in being) on that date. The 1861 Return is not an isolated one, but belongs to a series published between 1851 and 1870. They give dimensions, dates, etc. of mid-19th Century British steamships and are of the utmost value to all of us engaged in research into the past. They seem to have been completely forgotten and I certainly had no notion of their existence until the Steamboat Bill review put me on the scent. I feel we should be grateful to the writers of the "The First 1945 British Steamships" article for re-discovery of these Returns giving dimensions, etc., of steamships for 20 years anterior to their first appearance in the Mercantile Navy List (1871) which in turn anticipated Lloyds Register of Shipping by four.

A complete set of the Returns exists in the State Paper Room of the British Museum and this is almost certainly the only one available to public access. Reference however is far from easy for they are hidden away in bound volumes of Parliamentary Papers - reports, returns, etc. on every conceivable subject. The volumes, each 4-6" thick, run to 50 or more for each year! Fortunately there is an index and the searcher is left to fend for himself among the rows of shelves.

The Returns were issued, sometimes every year and sometimes every other year. A few short-lived vessels have escaped entry, but in principle the series may be said to provide a full record of United Kingdom steamships in

service in 1851 or registered between that year and 1870. In many instances I know of no recorded particulars elsewhere. The later Returns are themselves indexed.

The dimensions cited for wooden paddlers (but not iron) are extremely interesting. The beam quoted for these ships is usually noticeably less than the figure generally accepted. For the high-powered Cunard and Royal Mail wooden paddlers of the late 1840's and 1850's the difference is no less than 3-4 feet. One single vessel of this category, LA PLATA of the Royal Mail Steam Packet Company (sister of the Cunard ARABIA), survived to appear in the 1871 Mercantile Navy List. The latter figure is the usual 41'; the Returns give 37½'. The Cunarders AMERICA and ASIA with generally accepted beam measurements of 38' and 40' inside sponsons provide further examples. The Returns give 35' and 37'. What is the explanation? There seems to be only one - the "greater beam" was an external measurement; the "lesser beam", an internal one. On this basis half the difference represents the thickness of the ship's side. An 18" or more thick side at the point where the weight, strains and stresses of the revolving paddle-wheel had to be taken appears not unreasonable. Elsewhere the thickness was certainly much less. Which of these beam measurements should we use? The "lesser beam" gives an indication of ship's capacity; the "greater" seems valueless for, since it took no account of the paddle-boxes, it was not even a beam-over-all. The Returns provide the "lesser beam" of all British wooden paddlers of the period; the "greater" measurement is sometimes lacking. The "lesser" was undoubtedly the current official measurement; the other looks suspiciously like an owners' publicity-stunt! With one reservation the case for general adoption of the smaller figure seems overwhelming. We cannot have one yardstick for British wooden paddlers and another for their American equivalents. One glance at the dimensions cited for the most famous American paddlers is enough to convince that the beam is an external measurement. Has anyone a "lesser" beam for these ships?

VOICES FROM THE PAST

By Frank O. Braynard

Take eight young men of the early 1800s. Take two sailors, two iron workers, a merchant, a politician, a Frenchman and a Russian. Look at them briefly.

The first of the sailors has just brought a strange white craft from New York around to Philadelphia. It took 12 days. She is the steamboat PHOENIX. His name is Moses Rogers,



A painting captioned "Das erste Ozeandampfschiff SAVANNAH(1819)," found in a scrapbook compiled by a German and now in the New York Public Library, and possibly a contemporary picture of the ship, though it could be based on the Marestier line drawing. There is no way to date it, other than by discovering in what book it was published originally, at least 40 years ago.

a sailor turned engineer-inventor.

The other sailor has just run away to sea and has been frightened out of his boots. Twice on his first voyage British officers tried to impress him. He saved himself by having a big American flag tattooed on his arm. His name is Stevens Rogers.

The first iron worker has just gone into business for himself. As a lad he astonished his friends by stealing into a nail factory, looking at the machinery and duplicating it from memory. He is Stephen Vail.

The other iron worker is something of a mystic, a poet and a great thinker. He is designing the first steamboat with a walking beam engine. It won't be many years before he blows himself up. He is Daniel Dod.

The merchant is a wealthy young man just returned from a splendid education abroad. Soon he will build the finest new home in his town and invite a President to visit him. He is William Scarbrough.

The politician is an unsuccessful diplomat who has returned home to mend his fences in the Virginia Assembly. Soon he will be President. His election to a second term was to miss being unanimous by only one electoral vote. He is James Monroe.

One of the foreigners is a young soldier in Napoleon's army. He is in a gypsy fortune teller's tent. He is told that one day he will be a king and the gypsy is right. His name is Jean Baptiste Bernadotte, later Charles XIV of Sweden.

The other foreigner, known as the "Well Beloved," has just ordered his father mur-

dered, nothing unusual in his family. His great aunt killed a husband. His great grandfather killed a son. He is Alexander, Czar of Russia.

Give these eight men another ten years and they all come to have something in common. They all will walk the decks of SAVANNAH of 1819, America's most famous early steamship.

Let me identify my cast of characters a bit more. Captain Moses should be America's most famous merchant ship captain. He was the spirit behind SAVANNAH, one of her owners and her highly successful master. His name has been almost completely overlooked in American history, a situation that I hope to change.

Stevens Rogers, who preferred sail to steam, became Sailing Master on SAVANNAH. His Log Book with its gorgeous misspellings and the anecdotes he remembered in his old age have given us much of the richest lore about SAVANNAH's famous voyage, the voyage which proved that steam could be used in safety on an ocean crossing.

Stephen Vail and Daniel Dod were to be primarily responsible for building SAVANNAH's engine and William Scarbrough was to be her principal owner in Savannah. The President and the two foreign rulers were interested in buying SAVANNAH.

The saga of SAVANNAH has been told many times. In telling the story of her famous trans-Atlantic passage in 1819, the facts of the voyage have been almost forgotten. There was a time, for example, when the British tried to pretend she had not existed. One notable British quotation put out in 1856 called her

a "myth," and another said she was a "figment of the American imagination."

Let's look at what the people of her day said about her. We might well begin with a quotation carried in the Billing's Liverpool Advertiser a few days before her launching on August 22, 1818. "It is stated in an American paper that a ship of about 375 tons was ready to be launched from one of their shipyards which is actually to be fitted up with a steam engine and apparatus as a steam packet ship for crossing the Atlantic."

Skipping ahead a few months, you may find this statement in the act of incorporation signed December 19, 1818 by Governor William Rabun of Georgia: "Whereas (the incorporators) have with the purpose of making a laudable and meritorious experiment.....formed themselves into an association.....to attach the propulsion of steam to sea vessels for the purpose of navigating the Atlantic (and have) sanguine expectations of the experiment being tested in the course of a short period."

Now skip a few months and watch a boy from Savannah inspecting an iron foundry in Morristown: "While at the north on a visit I had occasion to visit the Speedwell Iron Works and there saw an unusual and extensive work going on, and upon inquiry, was informed by the proprietor that he was under contract to construct machinery for a ship to navigate the ocean by steam, got up as he expressed it, by some crazy people of Savannah, and which he predicted would prove a failure."

But the crazy people finished their job and some months later the Captain of a West-bound trans-Atlantic sailing ship wrote in his Log: "Spoke and passed the elegant steam ship SAVANNAH....she passed us at the rate of 9 or 10 knots and the captain inferred that she was worked remarkably well; and the greatest compliment we could bestow was to give three cheers, as the happiest effort of mechanical genius that ever appeared on the Western Ocean!"

Moving on we find Captain Moses Rogers confiding to a friend: "I know that I am spending and losing money in this expedition but I have satisfied the world that the thing is practicable: as I am in Europe, I wish to circulate the fame of my ship and of my country as far and as widely as possible and nothing gives me more pleasure than to show my ship to all people and especially to persons of distinction: if I make an exception, it must be with Englishmen: for they sneer at us on all occasions and in many instances were uncivil and insolent to me...."

The British feared Captain Rogers was going to try to free Napoleon from St. Helena. Let's move on to a letter written by the American Minister at Stockholm to John Quincy Adams: "We have now in our port the steam ship SAVANNAH....this proud triumph over what has been considered insurmountable difficulties as well as over the doubts and sneers of incredulous

and envious Europe has really afforded me a most IMPAYABLE gratification. All classes and sexes of people here have been on on board to witness this wonder of American skill and enterprise."

And now the words of a British Lord, who was a passenger between Stockholm and St. Petersburg. He is writing to Captain Rogers: "I trust you will do me the favor to receive the small tea-kettle which I take the liberty of sending as a slight token of my regard. I beg that you will believe me most sincerely in assuring you of the great satisfaction I had in making the passage.....it gave me the opportunity of coming here in the most agreeable manner possible and of admiring the successful efforts of your powerful mind."

I would like to note that the Smithsonian, which had this solid silver tea kettle for many years, returned it in 1922 to a descendant and lost track of it. It gave me great pleasure to locate it last year --- in California.

And now a quote from a Russian paper, one of many sent me by the Soviet Government: "The remarkable steam frigate SAVANNAH, the arrival of which into Liverpool from North America was announced in all the public papers and was the worthy object of general curiosity is now in Cronstadt. This vessel is the first steam ship to cross the Atlantic Ocean."

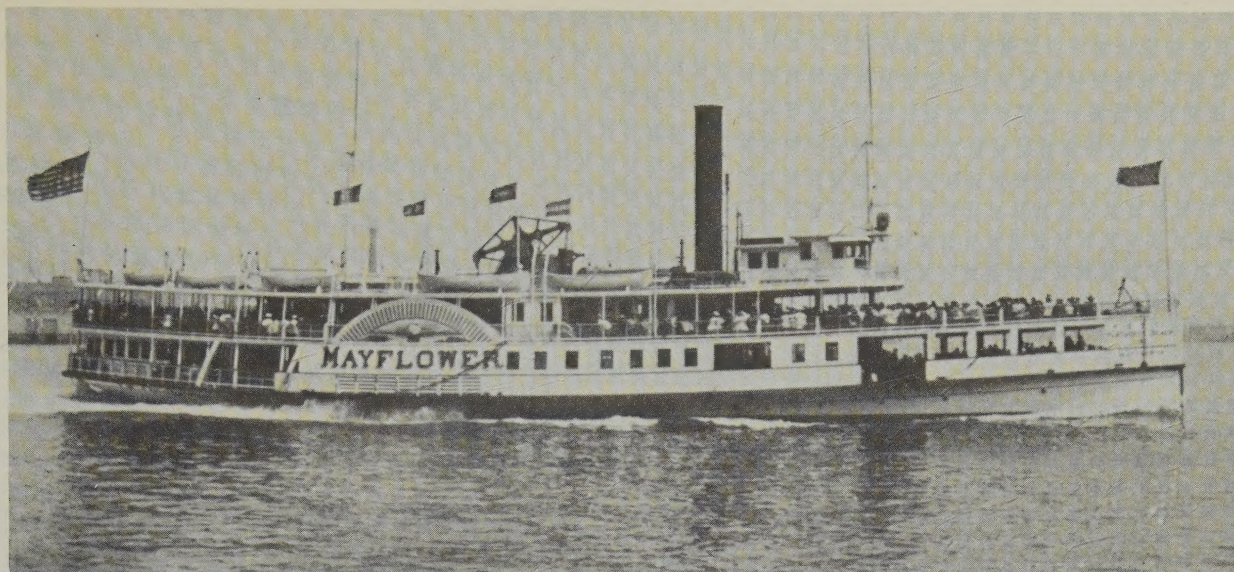
A subsequent Russian account, which gave a long and marvelously detailed description of SAVANNAH begins this way: "The arrival in Cronstadt of this first steam ship has indeed aroused the curiosity of all our readers. For this reason we hope to please them by giving the following description of it, received by us from a qualified observer."

Although the King of Sweden and the Czar of Russia both tried to buy SAVANNAH, the terms offered in each case were not acceptable and Capt. Rogers brought his ship home, hoping to sell her to President Monroe. He announced upon arriving at Savannah: "Neither a screw, bolt or rope yarn parted, although she experienced very rough weather."

On to Washington and more disappointment. Monroe did not buy her, and her owners, bankrupt for reasons other than SAVANNAH's voyage, advertised as follows: "It will cost about \$200 to take out her machinery, when she will be the same as any other ship."

Perhaps the most interesting quote is one made by a merchant from Savannah, Ga., who was in Liverpool when SAVANNAH was. "The steam ship SAVANNAH arrived a few days ago to the great astonishment of the people of this city. She came up without sails and was much admired. John Bull cannot bear the idea that Jonathan (the old symbol of America) should be the first to sail across the Atlantic by the operation of steam, but it is now too evident to be denied. It will not be like some of our scientific discoveries, the origin of which have

(Continued on page 46)



MAYFLOWER (1891) before her 1927 rebuilding

--Photo courtesy of the author

LATER YEARS OF THE NANTASKET BEACH STEAMBOAT COMPANY

By R. Loren Graham

During the last three quarters of the nineteenth century and the first quarter of the twentieth century, our country was served for freight and passengers by a much larger number of steamboat lines. Few of these operations lasted after the first world war, and by the years of the second great war on the east coast of the United States could be counted hardly a dozen lines, including island routes.

One of the earliest and foremost of these services was the route from Boston to Hingham, Massachusetts. This was a sheltered coastal line, almost a commuter service, a trip of but twelve miles with an average of three sailings a day. By mid-century the business had become more of the excursion type, for the town of Hingham was now served by the Old Colony Railroad, and city dwellers were learning to enjoy the beach and swimming, and daring to appear in "bathing suits".

By 1869 a two-boat service was in operation; in 1874 there were three steamers on the

run and 1878 saw the business requiring four boats. During the '80's six vessels were running, and until after World War I five or six boats operated in a service which by then included the all-day round-trip to Plymouth.

Here we should mention the after-midnight trips, principally to haul barrels of beer to the beach - returning trips carried the empty kegs. One might wonder how much the old ocean's foam was augmented by the brew. Speaking of beer, a more liberal license at the Beach and the false prosperity of the war induced construction in 1916 of MARY CHILTON, the last steamer built for this route, making a fleet of eight boats during the half decade following World War I. Of course she was followed by a dozen more vessels, but all were second-hand and few were really appropriate for the service. Fairness prompts mention that while some of the last steamers were very small, most freight was going "over the road" after the '20's, as did the cottage repairers in springtime and the "closer-uppers" of the

MAYFLOWER after lengthening, and with new masts, and new housing on the boat deck and around the walking-beam.

--Author's photo.





NANTASKET (1902)

Some felt the "NAN", with her good stability and extra-long saloon, should have received the ballroom which instead went onto MAYFLOWER.

--Photo from the author.

autumn. One grace of these little vessels was their lower operating costs.

One might take the reader's time with excerpts from books by such authorities as F. B. C. Bradlee, who gave me one of the last copies while I was at work in the Company's office. But the record might be better served to mention topics which came into the writer's scope beginning with the mid '20's.

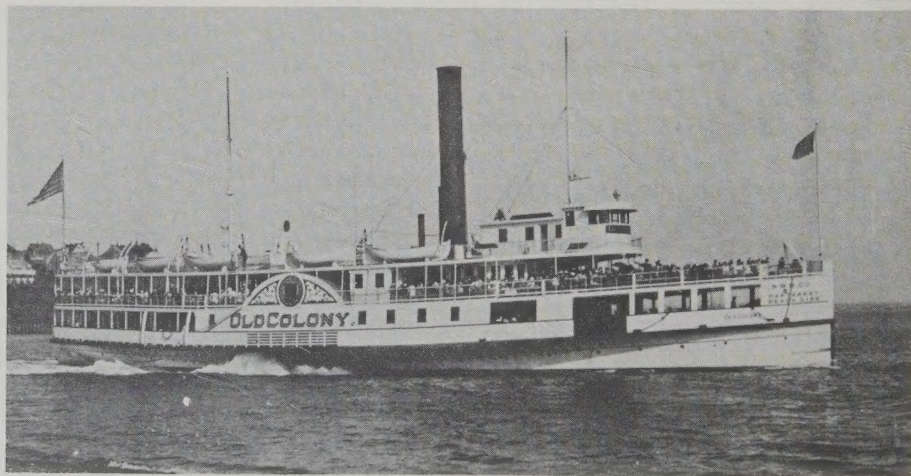
This period follows the charter in 1924 of MYLES STANDISH and SOUTH SHORE to New England Steamship Company for service to Martha's Vineyard as replacement for the burned SANKATY, and their subsequent sale to excursion operators at New York. Then the company was running six steamers, one of which made the all-day trip to Plymouth and return, she being BETTY ALDEN, of lower coal consumption, which was also the only boat on the Nantasket Line during spring and autumn. This gave the company five boats for their principal business, the Nantasket run, with a basic schedule of one sailing every hour, altered slightly at commuter times. On busy weekends the timetable was abandoned, and about two thousand passengers sailed every thirty or forty-five minutes; however, such activity came not sufficiently often to make up for the many slow week days or for periods of inclement weather.

One fairly successful effort to augment earnings was the new triangle sail from Bos-

ton to Salem Willows on the North Shore, then to Nantasket for a short afternoon's layover, return to Salem, and then back to Boston. Tickets allowed boarding or debarking at any of the three locations. Another low-fuel-consumption boat, OLD COLONY, was assigned to this new route. It happened that one day all services were in the schedule, plus a special charter for the luxurious ROSE STANDISH, and something had to be done. Done it was! OLD COLONY was kept on the Nantasket Line, and the fast MARY CHILTON, though a coal-eater, was stuffed with bunker coal and brought commuters from the Beach; then she sailed for Salem Willows and then back to Nantasket, where she was rapidly put on the regular timetable carrying mothers and tired children anxious to get back to the city ahead of the homecoming dads. After this domestic service "LADY MARY" took the tired business men and stenographers down to Pemberton and Nantasket on a regular timetable sailing. Next she loaded the waiting North Shore Passengers at Nantasket through one gangway and more bunker coal in the other and sailed for Salem, then back to Boston with her load of North Shore benefits. A final chore was to carry the "owls" back to Nantasket Beach. All this in one day! Her six firemen and two oilers perhaps were ready to get deep-sea berths. One could not feel quite so sorry for a Nantasket boat's one quartermaster - he never had a spare minute

OLD COLONY (1904)

--Photo from the author.



anyhow!

Another fairly successful effort to replace business lost to the "hoss-less" carriage was the moonlight-dance sail. Early in '27 the company's oldest steamer, the beam-engined MAYFLOWER, had her main saloon widened and lengthened and floored for dancing. On the boatdeck three staterooms on each side of the "A" frame were built for additional crew; refreshment booths abreast a balcony were added over the dance floor; and a pantry was installed near the stern. Sundays she served Nantasket, Monday evenings were for charters, sometimes out of Salem Willows. Occasional afternoon dance sails did not prove profitable and her usual daytime work was on the Beach line during the afternoon.

The MAYFLOWER dance venture proved quite successful, and was thus operated until World War II, when the refreshment booths and the pantry were removed. Your writer has happy memories of that pantry, being cashier during the dance sails and strawboss of the lunchroom. He was custodian of the keys, and each after-

noon he enjoyed the "sweeter"-stolen fruit consisting of some otherwise unheard-of ice cream concoction. During the usual afternoon, your writer's duties were to take the place of the Purser. His quarters were one of the new rooms, with single bunk, on the starboard side of the walking beam. The second mate had another, and the third was for use of the orchestra for clothes changing, etc. The three new rooms on the port side had upper and lower bunks for the pantry men. The waitresses, like the orchestra, did not live on board.

Early in the new operation there was a minor tragedy. The banana boat LIMON, outbound in thick fog, quit blowing and started her bow bell, indicating she had dropped anchor. At quite the same time she was seen by us, on MAYFLOWER inbound, and our half speed was changed to full speed reverse. MAYFLOWER's guard close to the bow contacted LIMON's chain, and the deck was ripped back as far as the port paddle box. After a week at the Atlantic Works, the company's "new" earner was back, once again in

BETTY ALDEN (1908)

--Photo from the author.



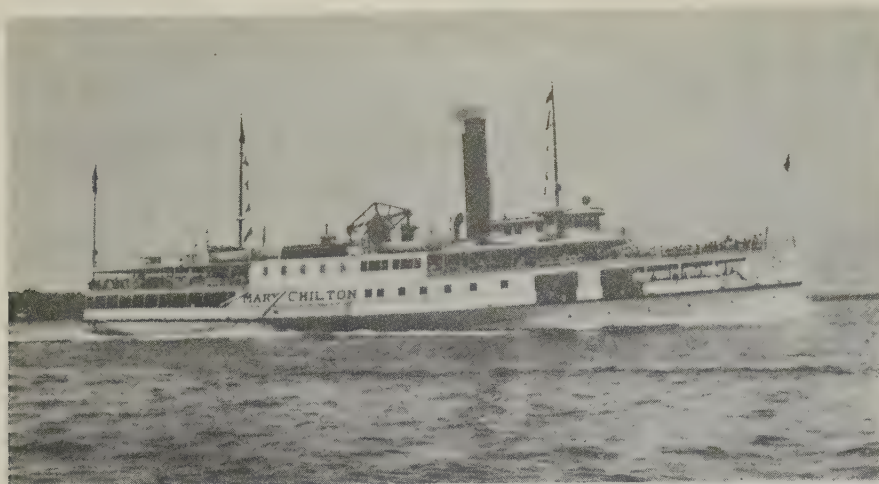
operation. Both masters were exonerated by the Steamboat Inspectors. MAYFLOWER opened the season in the spring of '28 instead of BETTY ALDEN and made dance sails three nights a week until the regular schedule began when schools closed.

Many readers remember the year 1929 for the crash of the stock market. Another tragedy the same year was the burning of the Nantasket Wharf and five of the six vessels, the whole fleet being there to spend the winter. A fire had burned on the pier most of Thanksgiving Day. By late afternoon it got out of control and soon five lovely steamers, a bin of bunker coal, the machine, paint, and carpenter shops, and the whole pier shed were an inferno. The dowager MAYFLOWER had inconsequential loss and was removed to serve sixteen more years and still exists, a landlocked restaurant near Nantasket. But the stable NANTASKET, the little OLD COLONY, the queen ROSE STANDISH, admirable BETTY ALDEN, and the fast young sister MARY CHILTON had been taken from us. Thankfulness was quickly forgotten that evening and two eyes on the north shore were red-

dened by the glow on the south shore. Soon the family gathering started and the radio news repeated, and your writer's feelings were ridiculed without effect. Oh, had that flood of tears but fallen on that first careless flame! Three questions remain unanswered: Why was the oldest of the fleet spared? Why was ROSE STANDISH, the most valuable vessel and the next to the newest, not sunk when it was obvious she would not be spared? Being of steel, such sinking would have limited her damage to the loss of housing only. Why was the whole fleet laid up at one wharf?

But the world does go on, and four years had passed since the company had paid its longstanding dividend of 6% on \$125 par value. In 1927 5% was paid and that was the end of dividends by the company. No doubt the loss of most of the fleet and the principal owned wharf following so severe an earnings record must have given the authorities a very dim view. At any rate, the Nantasket Wharf was rebuilt and replacement of the fleet was begun the winter of 1929-30.

General Manager Frederick L. Lane and



MARY CHILTON (1916), the last vessel built for the company, and the only one with beam-engine since MAYFLOWER of 1891. The others all had inclined engines. Of the nine vessels built after 1890, only two had metal hulls, SOUTH SHORE of 1906 and ROSE STANDISH of 1912 (see front cover for photo of the latter).

--Photo from the author.

Pilot George Ellis of MARY CHILTON began to acquire vessels. UNCATENA was bought from the Nantucket Line; her promenade deck was extended to the stem and her name was changed to PEMBERTON, for the principal commuters' landing enroute to the beach. A pair of propellers, and the first of such (excepting a few temporary competitor boats), were brought from the Hudson River, being NEWBURGH and HOMER RAMSDELL. The RAMSDELL had not run for some time and was so loaded with ashes and in such apparent disrepair that Capt. Ellis had difficulty in getting the men to begin their tasks. After alterations, NEWBURGH, renamed NANTASKET, opened the 1930 service and soon her companion went on the line, renamed ALLERTON.

In 1931 a fourth steamer, NORUMBEGA, from Bar Harbor was put on for the long season, being a small vessel of lower operating cost. She was not owned by the company, but was chartered for two seasons from her new owner, Capt. Ellis, who also had bought the tiny MAY ARCHER. Capt. Ellis, after the loss of his two boats by burning at Quincy in 1935, bought TENNESSEE and renamed her ROMANCE for the province-town Line, and after her sinking he became owner of GOVERNOR COBB, a former companion to Eastern's GOVERNOR DINGLEY and CALVIN AUSTIN. The COBB had operated also from Tampa to Havana and had been seriously considered for Colonial Line's route from Providence to New York.

But to return to Nantasket and the centenarian's struggle to be reborn - operations were basically normal, but the auto and the great depression were holding down the sale of tickets. During 1930 the big overnight paddler MIDDLESEX was bought from Chesapeake Bay, and in 1931 she commenced sailings to Plymouth with occasional all-day specials through Cape Cod Canal without any stops. Her name was changed to PLYMOUTH, but by 1933 she had to be sold to New York where she was renamed MANHATTAN and by the next year was lost by fire.

The following several years continued outwardly the same, except for bankruptcy sale in 1934 and a succession of owners, more

than can be remembered, with varying managers including a former purser and two ticket sellers.. In 1937 EMPIRE STATE of the Coney Island (N. Y.) Line, formerly SHINNECOCK of the Montauk Steamboat Company and minus her staterooms, was added. She replaced PEMBERTON, which was scrapped at Quincy that summer. EMPIRE STATE was renamed TOWN OF HULL and proved a splendid unit, especially for large crowds, but was expensive to operate. She was scrapped in 1946 at the company's Supply Pier near the Pemberton wharf.

In 1947 and 1948 CHAUNCEY M. DEPEW ran, and from 1946 through 1949 MOHAWK a ANNE ARUNDEL from the Chesapeake was employed. In 1949 another former Chesapeake Bay boat, FRANCIS SCOTT KEY a SUSQUEHANNA joined the fleet. These last two, though small, were probably of appropriate size, considering autos were operating again in large numbers. But they, and all later vessels, were taking 75 minutes for the sail to the Beach, instead of the 60 minutes needed for the vessels built for the Company, though the stops at Pemberton had been given up.

ALLERTON, NANTASKET, and FRANCIS SCOTT KEY were taken to Baltimore late in 1951 for the winter, instead of spending it at the Beach as usual. (MOHAWK, having spent two years at a Boston junk yard, also went to Baltimore, reportedly for conversion to barge, but was actually scrapped.) The Wilson Line, whose headquarters was in Wilmington, Del., had been operating harbor cruises in Boston for some years, waiting to get a foot in the door, and now they pounced. The town of Hull granted them a five-year franchise to operate to the Beach on February 6, 1952. The Wilson Line service began that summer, at the same time that NANTASKET, ALLERTON and the KEY were being broken up at Bordentown, New Jersey. Thus came to an end the old company's many years of service.

The Nantasket Line, after the Civil War, had become, like many other steamboat companies, an institution. Most of their boats were built for them, and the few which were purchased from other companies were of a proper

(Continued on page 46)

EDWIN ARNOLD PATT

Our national Secretary Edwin Patt died on May 22, 1960 after a long but intermittent illness. Although his health was known not to be good, it was hoped that, following hospitalization the year before, he was on the road to at least partial recovery. His death was, therefore, a serious shock to his many friends.

It is often said, when a person passes away, that his death is an irreparable loss. To family and close friends, it may well be,

yet to the world at large the loss seems to make little difference. New ways are found to do the things he did and new people take over the old duties. But in this case, it is different. Ed was in many ways unique. He was, more than anyone else, the very center and core of the Steamship Historical Society. It was his interest and energy that were largely responsible for its creation. There are few who will recall any other Secretary of the Society. It was he that brought together our large library of books, pictures, and documents relating to every phase of the design, building, and operation of steam vessels: a collection which is unique in this country and can have few equals anywhere in the world.

No one ever has, and probably no one ever will have, given of himself to the Society as Ed did. It was his dominant interest and, after his retirement from business, his thought, his work, and his very life. Whatever would contribute to its welfare was his constant concern. In its earlier years it was he who did the travelling, attended all meetings, met the members, and made those many personal contacts that determine the difference between success and failure for organizations such as ours. It was he to whom everyone went for vessel information, general or specific: either he had it in mind or he

knew where to find it with least effort and expenditure of time. In his point of view and personality, too, he was typical of the Society: not a professional historian, his experience gave him an appreciation of the needs and the methods of the scholar; much more than a "hobbyist" collector, he yet knew the feelings and enthusiasms that lie behind the amateur and could help and direct the latter's scattered energies into useful channels. No

one could be more generous of his time in helping others find what they wanted. Few had the interest and the human sympathy to help bring together kindred minds, to their mutual satisfaction and advantage. This rare combination of knowledge and understanding did much to create the firm foundation on which most of the later growth of the Society has been built.

Perhaps the creation of the Society's library will be Ed's most enduring monument. When visiting his office rooms at West Barrington, one is reminded of the famous epitaph cut in the walls of the crypt of St. Paul's Cathedral, London, just above the grave of Sir Christopher Wren: Lector, si monumentum requiris, circumspice

(Reader, if you are looking for his monument, look around you). Surely Ed could have no more fitting memorial, nor would he wish one. The library must be moved, of course. Its future location and also its organization remain in doubt. Others will have to take over its management. But whatever the future may bring, the Patt Memorial Library, as I hope it may be named, will remain as a testimonial to its founder's devotion to the Society and to the thoroughness and skill with which he gave his time, his effort, and indeed his very life to the welfare of the Society.

--Wm. King Covell



SAVANNAH (Continued from page 40)

been denied to our people and attempts made by even philosophers to rob us of our infant fame."

But how quickly these triumphs were forgotten. When SAVANNAH slowly edged into the sand off Fire Island in 1821, not one of the wreck notices mentioned her trans-Atlantic voyage. The British have, with a number of notable exceptions, continued their attitude that so angered Captain Moses Rogers. Even today the amount of time spent under steam during her Atlantic voyage is frequently misrepresented. Whereas in reality her Log shows portions of 13 days out of the 29 day crossing

NANTASKET (Continued from page 44)

type. Most of the managers and directors were able men with the long-term approach. Then came the auto, followed by the loss of most of the fleet in the 1929 fire, then the depression and the many later changes in ownership.

PILOT HOUSE (Continued from page 34)

take the trolley of the Sea View Railroad to Providence. Another favorite trip was to Sakonnet on the little ISLANDER. When I was quite young my parents owned a summer house at Cottage City, now Oak Bluffs, on Martha's Vineyard, and I well remember the trips out of New Bedford on the old sidewheelers.

"I don't recall the incident, but my father often told the story that when I was in the first grade I wrote the word "Ticonderoga" on the blackboard. My teacher was probably amazed at such apparent erudition and she asked me what the word meant. I replied that it was the name of a steamboat on Lake Champlain. I probably learned about the TICONDEROGA through early reading of guide books and travel folders which were so plentiful at that time.

"Railroad history was the main interest of my father and he often entertained other railroad hobbyists at our home.... My father was acquainted with Mr. F. B. C. Bradlee of Marblehead, and Mr. Philip Borden of Fall River, both of whom were interested in railroads, but both were likewise interested in steam navigation. We often made trips to visit their homes and I was permitted to look over their collections of steamboat pictures, etc. Many years later I renewed their acquaintanceships.

"When about ten years old, I made my first trip to New York with my Dad. We sailed on PROVIDENCE and returned on PLYMOUTH. While in New York, we made trips on harbor craft and also made a trip to Newburgh up the Hudson. Trips to Nantasket were a common Sunday excursion during the summer and many times did we walk the length of Atlantic Avenue looking over the boats tied up at the wharves.

"During all this time I had been collecting postcards of steamboats and I well recall that I was bribed into having my tonsils removed by a gift of some steamboat cards purchased.... on the morning of the operation.

"Many evenings we strolled over to the

were made under steam, critical writers seeking to favor subsequent ships over SAVANNAH have repeatedly said she used steam only three days. She only had 75 tons of coal and 25 cords of wood, we should add.

The great feat performed by SAVANNAH was in proving that steam was practicable on trans-ocean routes. The very concept of a steam ship as opposed to a steam boat was visionary before SAVANNAH. Her voyage made it an accepted fact. That America went on to choose sail over steam for deep sea services is not the fault of SAVANNAH or of her master, Captain Moses Rogers.

And the ranks of the licensed personnel, employed the year 'round, who resided at the Beach or in adjacent towns, were thinning fast. All contributed to the fading of the grandeur that used to be but was no more.

notion store of Mr. Henry A. Sheldon on upper Westminster St. Mr. Sheldon and my Dad would chat about railroads by the hour while I listened to their reminiscences of days gone by. Mr. Sheldon stocked a large number of steamboat postcards and needless to say I had my Dad buy them for me as soon as they were displayed. Mr. Sheldon also had some fine scrapbooks of clippings of his younger days when he lived along the Hudson River.

"I kept in touch with Mr. Sheldon for many years, always hoping that some day these scrapbooks would come into my possession. I was able to get Mr. Sheldon to come to the meeting of our Society held on board RENSSELAER in 1941. He enjoyed himself very much that day talking with our members. Shortly afterwards I read of his death in the press. I immediately took steps to ascertain what was to become of his collection. During the recent exhibition at Providence, I was greatly pleased when his nephew brought the scrapbooks in as a gift to the Society. It was like renewing old friendships to look over these time-worn scrapbooks after all the years intervening.

"Along with my interest in steamboats came an intense interest in the Navy - an interest which has never diminished over the years. Rainy Sundays, as a youngster, were spent at the Providence Public Library studying Janes', Brassey's, and similar publications. It was at this time that I became familiar with the Marine Review (Cleveland) and the Nautical Gazette, and about this same time my Dad picked up a copy of Merchant Vessels, issue of 1892. This was my introduction to this invaluable document which has occupied so many pleasant hours ever since. I would rather read them than the best novel ever written.

"My knowledge of historical articles was very scant. My Dad had a copy of Morrison which he kept locked up in one of his bookcases. It was exhibited to me on request but only in Dad's presence and only when clean

hands were evident. I was determined to look over the book to my own satisfaction and one day I contrived to remove the pin bolts from the door hinges of the bookcase and I spent a pleasant hour or so studying the contents of the book. Little did I know that I would be found out. Apparently I neglected to have the cleanest of hands and my misdemeanor was soon known to my father. I received a severe reprimand for leaving fingerprints in the book. He also had a mint copy of the famous Marine Edition of Cassier's Magazine which was also highly prized.

"About this time, Bradlee's book was published and as my interest in the subject expanded I found that Dad had copies of Dow, Whittemore, Preble, and biographical works on Fitch and Fulton. Stanton was known to us only in the stacks of the Boston Public Library and the Mass. Historical Society, where we often looked it over. It was many years later that we located a copy in London for which my father paid a fancy price.

"The Hudson-Fulton Centennial came along about this same time and there was considerable material published in periodicals on steamboating. I started scrapbooks at that time which I have kept up ever since. About twenty-five years ago I started taking snapshots of steamboats and I also thought of writing steamboat owners for pictures of their boats—a scheme which others have tried and found as unsuccessful as I did.

"Fred Dayton's book came out in 1925. This was the first general textbook since Morrison and it was a godsend to steamboat Hobbyists. Philip Borden's splendid article on Fall River steamboats also appeared..in 1925 and I began to note several feature articles in the local press pertaining to local steamboating.... Seeing all this data in print, I became imbued with the desire to add my bit and in the Sunday Journal of October 4, 1925, my first literary attempt was published. It was an article about former Narragansett Bay steamboats that I had seen in New York harbor during the previous summer.

"In 1926, I tried writing again and in the issue of August 1926 of the Netopian (a trade journal of the R.I. Hospital Trust Co.) there appeared an article under the title of 'Early Steam Navigation on Narragansett Bay.' I think I was paid five dollars for my effort. It was at this time that my interest in the

story of Elijah Ormsbee was aroused and I spent the next twenty years, off and on, doing research on this subject which culminated in the paper read at the recent Providence meeting (later published by the Society -Ed.).

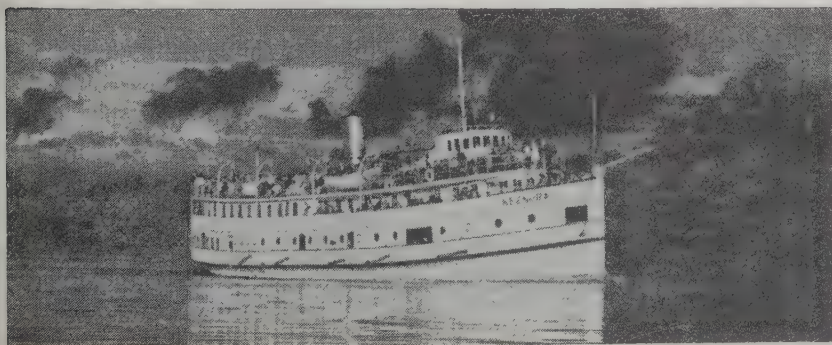
"My interest in the subject took a holiday for a few years in which I was extremely busy at my work, but in 1931 I took a new interest in the hobby. I conceived a letterhead on which I labeled myself a 'steamboatologist'.. I used this letterhead in writing to steamboat owners hoping it would be impressive and make them more likely to send me the pictures of their boats which I wanted for my collection. Frankly, it didn't work any better than the earlier attempts.

"My first letter to Mr. Elwin M. Eldredge was written on one of those 'steamboatologist' letterheads. It soon became very obvious that my collection was very small potatoes and I think that was the last of those letterheads used. Mr. Eldredge carried on a lively correspondence with me for the next four years and during that time I had the extreme pleasure of visiting with him in Brooklyn and looking over his famous collection which now is at the Mariners Museum. I had first heard of Mr. Eldredge by the acknowledgements made by Mr. Bradlee in his book and late in 1931 I saw a clipping from the New York Herald in which the collection of Mr. Eldredge had been written up.

"So much for my memoirs on how I became interested in the subject. Now to turn to the beginnings of the Steamship Historical Society... It is quite possible that the idea of forming a steamship or steamboat historical society occurred to a number of others over the years and I do not claim any distinction for the origination of the scheme. The following will, however, tell the story of how our group started."

Ed then proceeds to describe how he met R. Loren Graham, Wm. King Covell in 1933 and 1934, and mentions in detail his correspondence with them and with Mr. Eldredge concerning the desirability of forming a New England Steamboat Historical Society, or Marine Historical Society, or Steamboat Historical Society, as the proposed Society was successively referred to.

On Sept. 24, 1935, Ed wrote Mr. Eldredge as follows: "R. L. Graham of Swampscott has been down to see me a number of times this



Late word tells us Lake Winnipeg's KEENORA 103680, built in 1897 as a sidewheeler and later rebuilt as a propeller, and for many years the Lake's only passenger steamer, was dieselized early this summer. Though a workhorse, remote and little-known to many of us, KEENORA was popular, her summer sailings often having a waiting list of passengers. Now, yet another big lake is without steam.

summer and each time he comes to Providence, we have talked at length on the proposition of organizing a Steamboat Historical Society. As you know this subject has been of deep interest to me for years and we have discussed it through our correspondence. On Armistice Day, Graham was planning to get down to see you and as we talked the matter over, I suggested that perhaps we might both call on you at that time to talk over the formation of such a Society and then get your viewpoint... A number are now enthusiastic about starting the Society, patterned somewhat along the lines of the Railway and Locomotive Historical Society of Cambridge (of which Ed's Dad was a founder -Ed.)."

Mr. Eldredge, having previously expressed himself as much in favor of the formation of a Steamboat Historical Society, suggested that the meeting be held in his apartment on Nov. 10, at 2 p.m., Armistice Day not being a holiday in Mr. Eldredge's line of business. It was suggested "that we should be able to get through....by five or a little later. Mr. Covell is planning to return on the Fall River boat that night which leaves at 5:30."

In Ed's words: "The meeting was actually held on Sunday, Nov. 10, 1935 and the following were present: Elwin M. Eldredge, R. Loren Graham, William King Covell, Robert McRoberts, Jr., Joseph Allen, Jr., Larry Gaillard, P. L. Sperr and Edwin A. Patt - a total of eight. Mr. Eldredge presided at the meeting and I was chosen to act as secretary. The various ideas of those present were discussed at length and it was finally voted to organize as the American Steamship Historical Society. Mr. Eldredge was elected President and Mr. Patt was elected Secretary. It was agreed that those present be considered charter members of the Society. Mr. Sperr expressed himself as not interested in the Society thus leaving seven who were accepted to membership. This was the beginning of our Society."

Ed Patt's account ends here, but it seems useful to carry the story a bit further. The ASSHA was not particularly active for several years following its organization, but a catalyst soon appeared. Late in 1939 a prospectus was issued for Steamboat Bill of Facts on American Steamboats and Related Subjects, "To be issued at least three times a year by Jay Allen, member of the American Steamship Historical Society, author of The Steamer J.T. MORSE, &c., assisted by C. Bradford Mitchell." When the first issue appeared in April of 1940, the masthead gave the title simply as Steamboat Bill, while in the PILOT HOUSE section it was given as Steamboat Bill of Facts Relating to American Steamboats, Past and Present, and was subsequently altered further. We mention this to remind readers that our name does not represent the well-known fictional(?) character, but rather a bill of facts, "bill" being used in the same sense as in "bill of lading," "bill of

particulars," etc.

The first issue of SB saw five of the seven charter members of ASSHS listed in one way or another: Jay Allen as Founder and Editor, Loren Graham as Photo Editor, Elwin Eldredge as President, ASSHS, and Bob McRoberts and King Covell as contributing subscribers. Ed Patt came aboard in No. 2, listed as Secretary, ASSHS.

Carried in the first issue was a suggestion by Mr. Eldredge, seconded by Bob McRoberts, that the ASSHS arrange a meeting of steamboat "fans" in New York during the summer of 1940. The August issue (No. 2) announced that the proposed meeting was to be held August 25, at the Peabody Museum, Salem, Mass., "which is generously donating space to the American Steamship Historical Society for the purpose."

The meeting was held on schedule, attended by 15 persons. The name of the Society was altered to Steamship Historical Society of America, for technical reasons, at the suggestion of Jay Allen, a professional librarian. Dues were set at \$1.00 per year, and Loren Graham designated temporarily as Secretary-Treasurer. Jay Allen and King Covell were designated the Constitution Committee. The Peabody Museum was made the headquarters of the Society through the kind cooperation of Walter Muir Whitehill, who was extremely helpful to the Society throughout these formative years. Ed Patt sent several reports but was unable to attend, due to ill health which prevented him from taking an active role in the Society till he was again elected Secretary in 1946.

The next meeting was held at Peabody Museum December 28, 1940, where a constitution and by-laws were adopted. Elwin M. Eldredge was elected President, Robert McRoberts, Executive Secretary, and R. Loren Graham, Treasurer. Steamboat Bill was made the official organ of the Society, and beginning with the April, 1941, issue (No. 4), it bore on its masthead, proudly, "Official Journal of the Steamship Historical Society of America."

It is interesting to note in closing that the first Chapter of the national Society was formed November 10, 1940 (just 5 years to the day after the formation of the National Society). The New York Division (now known as the New York Chapter) met on that date at the home of Bob McRoberts, and among those present were the McRoberts, the Jay Allens, the Wilsons, Stephan Gmelin and Dave Forrest.

* MASTHEAD CUT * * BACKCOVER PICTURE *

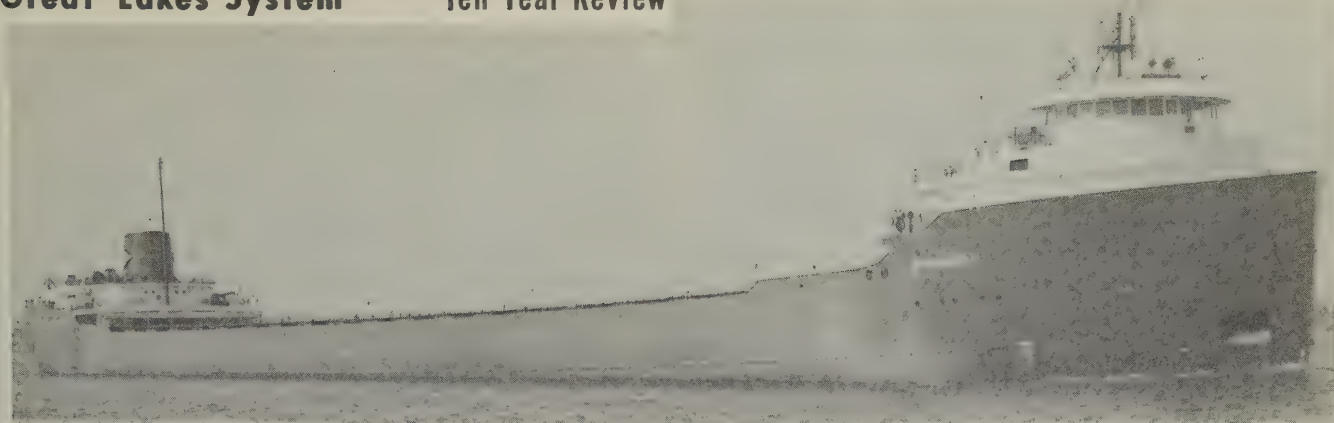
Our masthead cut on page 34 is of the old Dominion Line twins GEORGE WASHINGTON and ROBERT E. LEE, built 1924 at Newport News, Va.

--Collection of R. Loren Graham
The triple fantail view in San Francisco Bay shows (l. to r.) tug RELIEF, Oceanic's SONOMA, tug ALERT. Another view of SONOMA enlivened the front cover of the Winter 1959 issue.

--Photo courtesy of Gilbert Kneiss

Great Lakes System

Ten Year Review



Duluth to Niagara

Rev. Edward J. Dowling, S. J., Editor
University of Detroit, McNichols Road
at Livernois, Detroit 21, Michigan

The highlights of the past decade on the Great Lakes were the abandonment of the D&C service just ten years ago, the replacement of the Michigan State Ferries by the Mackinac Bridge in late 1957, the very sizeable number of large bulk freighters constructed with the corresponding removal of older and smaller bulk freighters, the loss of several freighters in storms and the influx of ocean vessels after the opening of the St. Lawrence Seaway in 1959.

The Detroit and Cleveland Navigation Co. withdrew its vessels in 1950. After lying idle along the Detroit waterfront for several years the five vessels were reduced to scrap in various wise. The departure of the D&C vessels removed the last sidewheelers in the passenger trades.

Prior to 1958 the Michigan State Highway Commission had operated five vessels as auto ferries across the Straits of Mackinac, three of them converted railway ferries and two built for the trade. The new bridge put a stop to this service. Subsequently the smallest unit, STRAITS OF MACKINAC, was purchased by a local syndicate and is in use in the area as an excursion vessel. CITY OF SHEBOYGAN a ANN ARBOR No. 4 has been sold to a Lake Michigan company and converted into a floating potato processing plant. She is usually towed between Green Bay and Chicago by a Roen tug. CITY OF MUNISING a PERE MARQUETTE 20 and CITY OF PETOSKEY a PERE MARQUETTE 17 are still lying idle at St. Ignace. VACATIONLAND, newest of the fleet, and only diesel, was recently sold to the Detroit area.

An encouraging increase has been noted in the bulk freighters. New vessels, of a size unthought of a few years back, are making their debut every season. Close to 20 ponderous carriers have come from Great Lakes shipyards both in the U.S. and Canada in the last ten years, and several more are under construction at present. Besides being big,

SHENANGO II (1959) One of the big new ones.

--EJD photo

these vessels are fine looking and powerful.

Included in the freighter increase we should note the occasional conversion of ocean vessels for Lakes service. In SB, xv:17 we listed some 13 such as of 1957. At present several more are in the process, namely CHIWAWA, T-3 type tanker purchased by Cleveland-Cliffs and now undergoing a sort of jumboizing process at Toledo which will produce a 715 x 75 foot ore carrier. Similar work at Lorain will convert GULFOIL a NESHANIC into an ore carrier for Hutchinson. Interlake SS Co. have purchased GULFPORT, tanker, whose stern and power plant they will join to a new midbody and the forward portion of their bulk freighter CHARLES M. SCHWAB of 1924. (Local jokesters predict that she should be renamed, when completed, GULF-SCHWAB! We'll report officially as soon as we know.) AMOCO, tanker, has been purchased by Huron Transportation Co. for conversion next winter into a bulk cement carrier. Canadian shipping companies have two or three similar conversions under weigh, one of which, IMPERIAL EDMONTON, T-2 tanker, is about ready to go into service as RED WING.

New tonnage must also include several new tankers built on the Lakes, some of which have since been converted to dry cargo carriers. The latter is interesting. When the pipeline from Canada's new oil fields was completed to Superior, Wisconsin, five huge tankers were built in Canadian yards in 1952 and 1953. Then it was decided to continue the pipeline across the United States and into Canada again at Sarnia, Ont. When this was completed in 1955, the tankers were converted into ore and grain carriers in four cases. Thus among the new freighters we find NIPIGON BAY a IMPERIAL LEDUC, GOLDEN HIND a IMPERIAL WOODBEND, R. BRUCE ANGUS a IMPERIAL TIDEWATER and GEORGIAN BAY, converted during construction. The fifth, B. A. PEERLESS, has been reconstructed with an ocean type bow and still continues in the oil trade.

The most prominent losses were those of CARL D. BRADLEY in November, 1958, (SB, xv:108), HENRY STEINBRENNER in 1953, both of which



An Old Timer still going strong - ALTADOC a MARICOPA b JOHN P. GEISTMAN c E. E. JOHNSON, built in 1896, photographed May 1960 by EJD.

were victims of bad weather, and the collision sinking of SCOTIADOC a MARTIN MULLEN, also in 1953. A number of freighters were abandoned due to damage sustained in collisions and groundings, etc.

The impact of the St. Lawrence Seaway cannot be fully analyzed at present, as the time is not sufficient. One thing has been proven by the Seaway, namely that Great Lakes shipping, with its heavy emphasis on bulk freight, has caused Great Lakes ports to neglect facilities for general freight, or what is called locally "package freight." In the first season and a quarter since the opening of the Seaway, ocean shipping has been discouraged and delayed by poor cargo handling equipment. The perennial squabble between the advocates of public port operation versus private, added to interference by uninformed but powerful political factors, has added to the confusion. The ports of Milwaukee and Toronto seem to be the only ones fully ready for the new influx of overseas shipping.

In brief summary, the shipping scene on the Great Lakes in the past ten years has been one of extreme transition.

* * * * *

As the decade began there were no less than eight steamboats in commercial service on the Muskoka chain of lakes north of Toronto, Ontario. Now there are none. On the Muskoka Lakes proper (Joseph, Rosseau and Muskoka), ISLANDER and CHEROKEE did not run after 1950, and the former was later scrapped. SEGWUN a NIPISSING and SAGAMO, flagship of this trim passenger fleet, tied up for the last time at the end of the 1958 season. The commercial steam yacht MILDRED was converted to diesel in mid-decade, and workboat NISKA was scrapped not long after.

Further upstream, ALGONQUIN last operated out of Huntsville on Fairy Lake, the canal, and Peninsula Lake in 1954, and was reduced to scrap by early 1958. BIGWIN, the small steamer carrying hotel patrons from Norway Point to Bigwin Inn on a nearby island in Lake of Bays, was dieselized late in 1957 following a bilge-oil fire which severely damaged her.

EOC

Niagara to the Sea

Daniel C. McCormick, Editor
1 Isabel Street, Massena, New York

The past decade has been noteworthy in that it has seen the decline, demise, and actual revival of steam passenger traffic on the upper St. Lawrence.

During the same period the number of steam freight vessels - "canallers" - has decreased drastically, due to the competition by larger ships since the completion of the St. Lawrence Seaway.

Ferry service on the River has also been affected - by the completion of bridges.

As 1950 began, river passenger traffic was restricted to the services offered on the lower river by Canada Steamship Lines with their RICHELIEU a NARRAGANSETT, ST. LAWRENCE, TADOUSSAC and QUEBEC. The latter was removed that same summer by fire, the work of an arsonist, and was not replaced. On Lake Ontario Hamilton's HAMILTONIAN a CHAMPION was still running, but burnt in '52, to be replaced the next year by LADY HAMILTON a CADILLAC, former Detroit-Windsor ferry. LADY HAMILTON has not run this or last year. CAYUGA, last survivor of the Niagara-Toronto boats, was tied up in 1957, and has just gone for scrap.

With the opening of the Seaway to full-scale traffic in 1959, the passenger carrier started a comeback. Among the first to avail itself of the new facilities was CSL, which scheduled cruises westward from Montreal by TADOUSSAC. Even earlier, during the 1958 season, Chicago, Duluth & Georgian Bay Transit Co. sent its NORTH AMERICAN and SOUTH AMERICAN eastward from Chicago and Cleveland as far as Massena. This company continued its operations in 1959 and 1960, as did CSL. A foreign concern, Sun Lines, Inc., of Panama, employed the converted corvette HESPELER, now steamer STELLA MARIS, on the Seaway service during 1959. This miniature liner, complete with dinner music and a swimming pool, operated eastward to the islands of St. Pierre and Miquelon during July and August, and into the Lakes during May and September. STELLA MARIS has since been sold, and is now being used in the Aegean by National Hellenic Lines.

Ferry service on the Upper St. Lawrence is nearing the vanishing point. Construction of the Seaway power projects found both ter-



ALGONQUIN in Muskoka River, Ontario.

--from an Annabelle Studio postcard

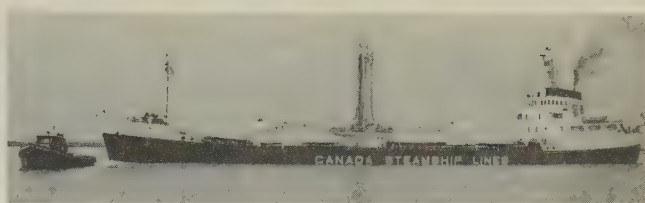
minals of the Morrisburg-Waddington Transportation Co., Ltd., inundated. Their only vessel, antiquated diesel MORRISBURG, previously retired, was sold and taken down-river for conversion to pulp carrier, her third career, actually, since she had started life as a grain elevator in Montreal harbor.

Late this summer all three boats of the Prescott & Ogdensburg Ferry Co. Ltd., will go on the block, upon the completion of the new bridge nearby. It was in 1952 that this line's last steamer, JOSEPH DUBRULE, was retired and subsequently sold and scrapped at Hamilton. Her companion, LEVIS, had been sold the previous year. The three diesels presently operated by P&O are FORT TOWN and MAPLE CITY, built by Muir Brothers, and WINDMILL POINT, product of the Kingston Shipyard.

Dean of the St. Lawrence ferries (and of steamboats anywhere in North America), the venerable BEAUHARNOIS, was, after more than 100 years of hard work, withdrawn from service in 1954. She was built in 1845 as RICHELIEU.

Ten years has meant a great number of changes in the canal-sized vessels which plied the river and Lower Lakes. Normal attrition was taking its toll of the steam canaller and then the Seaway came along to quicken the pace to the scrapyards into a dead run. They are being scrapped so fast that it would be more practical to wait till later to give a listing of those gone to the boneyard.

Some few of the older canallers were lost in the period 1950-60. JOHN H. PRICE broke her back during a storm at Ste. Anne des Monts in 1951, but was completely rebuilt and returned to service next year. A canaller



New in 1959 was ESKIMO, a new type for Canada SS Lines designed for high seas as well as for the Lakes and St. Lawrence - in other words, for profitable year-round service.

which had left home waters to wander afar during World War II - KNOWLTON - was finally broken up after laying abandoned off the port of Lagos, Nigeria, for a number of years. She had served Elder Dempster until 1951 as a West African coaster.

While many canallers in fleets such as Scott Misener SS Ltd. and CSL are being sold for scrap, some will find profitable employment for at least a few more years, in areas far from the Lakes and the St. Lawrence. An example of this is NORMAN B. MACPHERSON, sold last year by Upper Lakes Shipping Limited and now owned and operated as LOADMASTER by St. John's Dry Dock Co., Ltd., St. John's, Newfoundland. Another is the sale by Scott Misener Steamships of J. S. WALTON, DAVID BARCLAY and PICTON. The first two went to Powell River Co., Ltd., of British Columbia, while PICTON was sold to Kingcome Navigation Co., all for use on the West Coast. PICTON foundered off the Panamanian coast on the trip west, but the others made it.

Atlantic Seaboard Ten Year Review

New York and Philadelphia Areas

Harry Cotterell, Jr., Editor
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In a decade of almost unmitigated bad news for steamboat lovers, one very bright spot was the continued operation by the Day Line on the Hudson of steamer PETER STUYVESANT 226565 and "our" wonderful sidewheeler, ALEXANDER HAMILTON 223775, last of her kind. The nostalgic "ka-chung" of the vertical beam engine was stilled forever on the east coast when ROBERT FULTON 206288 finished her 1954 season and was sold south. Her machinery removed, but with her name still bright on bow and pilot house, she pursues a sedentary new career in the northern Bahamas (see photo on the next page).

Ancient Cornell Steamboat Company, once the proud operator of such giant two-stack steam tugs as GEORGE W. WASHBURN 86105 and PERSEVERANCE 221698 and a host of others, both paddle and screw, but now a subsidiary of New York Trap Rock, put an exclamation

point to its abandonment of steam with the ordering of a new towboat of Western River design, with Kort Nozzle and four rudders, and diesel engines of course. Named ROCKLAND COUNTY, she was launched last March 10 by Dravo Corp. at their Wilmington, Del., assembly yard, having been prefabricated at their home yard at Neville Island on the Ohio.

Only one steamboat still plies Raritan Bay, 34-year-old steamer CITY OF KEANSBURG 225904, which works only a brief summer season. The big blow of November, 1950, tore loose her running mate, sidewheeler CITY OF NEW YORK 210704 a TALBOT, putting her ashore hard and finally at Keyport.

Completion of the Garden State Parkway hastened the demise of passenger boat service to The Highlands from New York. SANDY HOOK 116264, followed later by ex-down-easter WESTPORT 208731, are both only memories. The service is now maintained (during racing season only) by Wilson Lines' diesel HUDSON BELLE 250603 a DELAWARE BELLE.

Wilson Lines' Port of New York operations shifted from Rockaway Beach to Rye Beach on the Sound, the only steamboat remaining in the service being JOHN A. MESECK 228531 a NAUSHON.

As for this reporter's "home port" of

ROBERT FULTON far from the Hudson River. In this recent view, taken from an Ektachrome, she is shown as a company headquarters boat at a dock in the northern Bahamas, at Abaco Island.



--Photo from T. D. Ingall, Nassau, through the courtesy of Dr. John I. Griffin.

Newark: the stack mark of the freight-only NT&T Co. disappeared in 1950. One of their fleet, HARRISON 204488 a IRENE ELAINE DAVIS, after being sold to other parties, blew up in while at anchor in Delaware Bay. There was a brief revival of passenger service on the Passaic River in 1957 when Panoramic Sight-seeing's diesel MANHATTAN 230975 (better recalled as steamer NORTH HAVEN of Penobscot Bay) made a one-a-day to Coney Island.

Several new 'round-Manhattan tourist boats were added, mostly ex-LCIs, and the decade saw the passing of steam on this route. HARBOR QUEEN 206562 a VIKING b FALCON c NORTH STAR d TRAVELLER, a converted yacht dating from 1909, and still steam, made her last trip through the Harlem in 1954. She was dismantled two years ago after long idleness.

During the Fifties the following North River ferries went out: Edgewater (1950), Christopher Street (1955), Westchester (1956), Kingston (1957), Pavonia (1958), West Shore and Weehawken (1959). This leaves but three lines of double-enders across the Hudson: Jersey Central's Communipaw Ferry, Lackawanna's Hoboken Ferry, and the State-owned Newburgh & Beacon Ferry.

The 5-mile Staten Island ferry in New York Bay is still all-steam. But it is already ten years since the big triple-deckers were built and there is recurrent talk of putting diesels in the new boats now in the planning stage. Removal of the immigration depot from Ellis Island in '54 brought about the abandonment of its ferry service. Since our Tenth Anniversary issue, double-enders have also existed from the ports of Camden, N.J., and New Castle, Del., on the Delaware. But the double-enders still run at Red Bank (no cars) and at Chester, Pa.

There is a brighter side, the few new passenger boats, though they do increase the diesel rumble. New vessels include MISS LIBERTY 267394, on the Statue run since '54, and the quite similar PORT WELCOME of the Maryland Port Authority, built last year and which is spending this summer making two-per-week between Baltimore and Philadelphia, interspersed

with trips from Baltimore to Chestertown and Georgetown. VIRGINIA BEACH a LST 510 has joined the fleet at Little Creek, even as the financing for the bridge across the entrance to Chesapeake Bay was being arranged.

* * * * *

Captain George H. Warner died June 27, 1960, at Troy, N.Y., in his 92d year. According to press biographies, his grandfather had operated sloops on the Hudson and his father was a tugboat captain who lost his life when the boiler of the tugboat JOHN S. ROBINSON exploded.

George H. Warner began his river career as deckhand on the tug LINDA M. NEWLIN when he was 15 and later moved on to passenger vessels. He is best remembered as captain of TROJAN, to which position he was appointed in the early 1920's. TROJAN was a beam-engined sidewheeler operating as a night boat between New York, Albany and Troy.

In 1938, the Hudson River Night Line, then operator of BERKSHIRE, TROJAN and RENSSELAER, did not resume service, but Hudson River night boating was not quite dead. The next year, 1939, TROJAN was refurbished, renamed NEW YORKER and, under Captain Warner's command, commenced to run from the Battery to the World's Fair. This route was maintained briefly and then NEW YORKER returned to the New York-Albany night line. That season marked the end of the once famous "Albany night boats" and so to Captain Warner went the honor of having been the last, chronologically, of a long line of Hudson River night boat captains.

DCR

New England and Eastern Canada

Doris V. Green, Editor
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As elsewhere on the Atlantic Seaboard, in New England and Eastern Canada during the past decade the story was mostly one of abandonment and retrenchment. One notable exception was the establishment of the Bar Har-

bor-Yarmouth auto and passenger service by CNR's big new diesel BLUENOSE in 1956. But the Boston-Yarmouth service of YARMOUTH and EVANGELINE was stuttering out. YARMOUTH ran in '53, the last year of operation under American flag. EVANGELINE came on in '54, but under Liberian Flag. The line was revived for the season of 1958 by YARMOUTH, but she did not return in '59, and the line appears to be dead. However, PRINCESS HELENE maintained the CPR Saint John-Digby service throughout the decade.

Steam began its exit from Portland, Me., in 1951 with the retirement of MAQUOIT of the Casco Bay Lines. AUCOSISCO, TOURIST and SABINO were then still used, but only till the new fleet of diesel "tin cans" was ready.

In Boston, Wilson Lines took over the Boston-Nantasket franchise in 1951, and MOHAWK, NANTASKET, ALLERTON and FRANCIS SCOTT KEY went south for scrapping the same year. The line has since become completely diesel.

At New Bedford the news was better, as the big new steamer NANTUCKET went into service on the Island Line in 1957. Diesel double-ender ISLANDER went on the Woods Hole and Vineyard Haven run in 1950, replacing steam double-ender ISLANDER a HEMPSTEAD b HACKENSACK, which was later scrapped. A former Nantucket boat, NEW BEDFORD 227565, never fully recovered from her war service in English waters, closed out steamer service on the Providence, Newport and Block Island route when she was withdrawn after the 1955 season.

Steamer COL. JOHN E. BAXTER a FISHERS ISLAND was withdrawn from the New London and Fishers Island run in 1950, and replaced by diesel MYSTIC ISLE, brought from Lake Erie to route steam from still another line.

CATSKILL continues the tradition of steam on the Bridgeport-Port Jefferson ferry, but their fine old wood-hulled steamer PARK CITY was lost en route south in '51, after having been sold.

Down in New Brunswick, the converted "Fairmile" LADY LATOUR revived Saint John-Fredericton passenger service in 1951, but was accidentally burned the following winter. WILLIAM CARSON, CNR's 350' diesel passenger, freight and auto transport for the run to Newfoundland from North Sydney, N.S., had an embarrassing debut in 1954 when it was found that she drew 2 feet too much water for the harbor at Port aux Basques, Nfld, her northern terminal, which had been drastically rebuilt and enlarged to accommodate the new vessel, the first diesel on the run.

Late in the decade, the steamer services in the Gut of Canso out of Mulgrave to Arichat and Canso were abandoned, at least by steam. O-WE-RA and ULNA, last steamers on the runs, were scuttled at Sydney in 1959.

On Lake George, N. Y., the dieselized MOHICAN was joined in 1950 by converted LCI 1085 (diesel, of course), renamed TICONDEROGA and launched with considerable difficulty.

Over on Lake Champlain, the real TICONDEROGA was entering into an all-too-brief renaissance, under the guidance of dedicated professional and amateur steamboatmen. The professionals were largely the wonderful Fisher family of captains, pilot, purser and concessionaire, together with old-time beam-engineers Ralph Bigelow and Stanley Valyeau and their wives. The amateurs were Ralph Hill, Mr. and Mrs. J. Watson Webb, and a host of others. When the strain of keeping the "TI" in service became too great, the Webbs had her brought ashore, and in 1955 she became a feature attraction at their amazing and ever-growing Shelburne Museum, where she remains in prime condition.

Routes plied by double-ended ferryboats were disappearing everywhere throughout the decade. One exception was the Bell Island ferry in Newfoundland, which had been served by single-enders. ELMER W. JONES 225543 of the discontinued Morristown-Brockville route across the St. Lawrence changed her flag and went on the Bell Island route, in 1955 having her name changed to F. B. CARTER.

The Saint John, N.B., harbor ferry was abandoned in 1951, and their diesel LOYALIST went to Chatham on the Mirimachi for further service. The East Boston ferry at Boston, Mass., ended its 120 years of history at the end of 1952. The town-owned Jamestown & Newport Ferry Co. gave up in 1951, but a State agency soon took over with the same vessels. HAMMONTON and WILDWOOD were scrapped by the decade's end, and GOVERNOR CARR was soon to go, but steam was still supreme on the route, as they were replaced by NEWPORT 240610 and JAMESTOWN 240725, from the Delaware by way of Hampton Roads. Beam-engined BRINCKERHOFF, late of the Bridgeport harbor passenger ferry, arrived at Mystic Seaport May 7, 1950, having been saved from the scrappers through the efforts of the SSHSA. At the decade's end her future is, unfortunately, in doubt.



PARK CITY arriving at Port Jefferson.

--From an old postcard

Chesapeake Bay and South

John L. Lochhead, Editor
The Mariners Museum, Newport News, Va.

Our Twentieth Anniversary finds Chesapeake Bay the refuge of the last overnight, year 'round passenger and freight service. The Old Bay Line still struggles on despite strikes, lack of wharfage at Old Point, and declining passenger travel, which forced the suspension of the Washington run. Not so successful have been the ferries. The Piank-tank, York, Rappahannock, Hampton Roads, Matapeake-Sandy Point routes have all succumbed in the last decade to bridges and tunnels. In 1950 Hampton Roads was one of the last strongholds of the walking-beam, sidewheel ferryboat. In contrast, the Little Creek-Kiptopeke ferries have prospered. Three boats have been added and the older members of the fleet have been lengthened. In addition, a new service between Old Point Comfort and Kiptopeke has been started, though deficits make its future uncertain.

Missing from the 1960 roster are: ELISHA LEE a RICHARD PECK, which added more luster to her reputation during her comparatively brief service on the Cape Charles-Norfolk run; the C&O steamers VIRGINIA and WAUKETA; the

tramp excursion sidewheeler ROBERT E. LEE a DORCHESTER; southern Railway's ancient wooden tug MEMPHIS a CITY OF CHESTER; the Baltimore icebreakers F. C. LATROBE and ANNAPOLIS, and many less well-known boats.

Newcomers to the roster are: former Cape Charles-Norfolk ferryboat VIRGINIA LEE which, dieselized and radically changed in appearance, joined the Little Creek-Kiptopeke route as ACCOMAC: the former LST, NEW YORK, which transports trailers and other cargo between Camden, N.J., and Norfolk; the tugs of the McAllister Bros., Inc. Of the latter fleet the tall-stacked, steam tug BRIAN McALLISTER a ARIOSA of 1907 is probably the last survivor in steam of the tugs built by John H. Dialogue & Son of Camden, N. J.

The small motorships, tugs and barges of the Norfolk, Baltimore and Carolina Line continue, as well as the tugs and barges operated by C.C. Willis on the Inland Waterway from New Jersey to Florida. Traffic has increased materially on this route, and it may be here that this area's last vestige of steamboating will survive.

MAJOR BREWINGTON, former Baltimore steam tug, now a dieselized fish scrap freighter based at Okran, has reached the ripe old age of 103 years, and tug WILLIAM STEWART, now dieselized by the Norfolk Shipbuilding and Dry Dock Co., is only 12 years her junior.

West Coast

Ten Year Review

Robert W. Parkinson, Editor
3051 Shattuck Ave., Berkeley 5, Calif.

San Diego: Ferryboat CROWN CITY was built at Oakland and joined the San Diego & Coronado Ferry fleet June 7, 1954, others in the fleet being CORONADO, SAN DIEGO, NORTH ISLAND a GOLDEN WEST, SILVER STRAND a GOLDEN SHORE b ELWHA.

Los Angeles Harbor: CATALINA still runs to her namesake island.

San Francisco: 101 years of sternwheel steamboating ended when PETALUMA tied up at Petaluma August 24, 1950. DELTA KING left the Bay in April, 1950, for barracks and steam supply duty at Kitimat, B. C., but just nine years later returned, to be used as a restaurant-museum at Stockton, Calif.

San Francisco's twin-stacked firehorses DAVID SCANNELL and DENNIS T. SULLIVAN retired in 1954. RAMON made her last revenue trip the same year (April 6). She was the third and last inter-urban car ferry in the entire United States. The other two were her short-lived predecessor BRIDGIT and gas-paddle HENDERSON at Evansville, Indiana.

Opening of Richmond-San Rafael Bridge Sept. 1, 1956, replaced KLAMATH, EL PASO, RUSSIAN RIVER a NEW ORLEANS, and SIERRA NEVADA a EDWARD T. JEFFERY b FEATHER RIVER. The Carquinez Strait sidewheel double-enders CITY

OF SAN RAFAEL and CHARLES VAN DAMME were retired, and their replacement, diesel CARQUINEZ (launched in September 1956) will be replaced in a few years by a bridge now under construction at Martinez.

The Bay's last beam-engined sidewheeler, EUREKA a UKIAH, was retired and acquired for future museum use at San Francisco. Twenty-one and a half years after the opening of the Bay Bridge, the Southern Pacific passenger ferry ended in July, 1958, outlasting the bridge commuter trains by three months. This was the last of all the Bay ferries.

Portland: The Centennial of steam on the Columbia and Willamette was commemorated in SB, vii:53-76 (September, 1950) by Associate Editor, the late Randall V. Mills. On June 29, 1952, the annual picnic of the Veteran Steamboatmen's Assn. was held at Champoege with transportation on CLAIRE, only remaining sternwheeler able to transit West Linn Lock. On her return to Portland she was scrapped. The remaining sternwheelers at Portland are JEAN and PORTLAND. Puget Sound ferry SHASTA was taken to Portland and used as excursion steamer CENTENNIAL QUEEN in 1959.

Upper Columbia River: In British Columbia, on Upper Arrow Lake, MINTO tied up in March 1954. Her destruction by storm nullified plans to make her a museum of West Kootenay history. Her sister on Kootenay Lake, MOYIE, retired in April 1957, and has been kept as a museum at Kaslo.

Yukon River: It was announced in December,

1955 that the White Pass & Yukon steamers no longer would run in Passenger service.

Puget Sound, B.C. Coast and Alaska: In spite of major route abandonments and vessel retirements, this area remains a steamboating wonderland. In 1951 the State of Washington acquired most of the Black Ball Ferry fleet, later added some Chesapeake Bay ferryboats, and had some new ones built. A new Black Ball Line was formed in Canada and the remaining Black Ball vessels transferred to Canadian registry, aside from Toledo-built IROQUOIS, which was rebuilt as a freighter and sold to an American company, and MALAHAT a NAPA VALLEY, which was sold and which later burned at Portland. Black Ball of Canada's CITY OF SACRAMENTO a ASBURY PARK was rebuilt as diesel KAHLOKE and runs with CHINOOK II a CHINOOK from Horseshoe Bay (North Vancouver) to Nanaimo. Also operating from Horseshoe Bay is SMOKWA, steam double-ender formerly SCOTIAN of Halifax, Nova Scotia. She runs to Longdale on Howe Sound with BAINBRIDGE. QUILLAYUTE crosses Jervis Inlet from Earl Cove to Saltery Bay. Service between Port Angeles and Victoria is now only by diesel COHO of a new American company, Black Ball Transport, Inc., no relation to the Canadian company. As the decade ended, the B.C. Toll Highway & Bridge Authority was preparing a new ferry service, from Swartz Bay, north of Victoria, through Active Pass to Tsawwassen, B.C., on the peninsula just above Point Roberts, Wash. The 336' sister motorships TSAWWASSEN and SYDNEY were delivered in March and April, respectively, to the Authority for this service.

As one decade ends and another begins, Canadian Pacific has PRINCESS MARGUERITE and PRINCESS PATRICIA on their Seattle-Victoria-Vancouver service, with a shuttle run between Vancouver and Nanaimo. On the regular Vancouver-Nanaimo run are PRINCESS ELAINE, PRINCESS OF VANCOUVER and PRINCESS OF NANAIMO.

PRINCESS LOUISE is the Alaska cruise steamer. Canadian National's PRINCE GEORGE is on the Alaska cruise run. Alaska Cruise Line has former Union SS ex-corvettes GLACIER QUEEN a HMCS LEASIDE b COQUITLAM and YUKON STAR a HMCS ST. THOMAS b CAMOSUN c CHILCOTIN. The Northland Navigation Co. has CANADIAN PRINCE a PRINCESS NORAH b QUEEN OF THE NORTH on the Alaska run and other vessels on coastal runs.

At Seattle steamer SIGHTSEER a VASHONA runs for Gray Line tours daily, and steamer VIRGINIA V is available for charter by another company. U. S. Engineers' W. T. PRESTON is the only operating sternwheel steamer on Puget Sound, and there are no steam tugs at all left on Puget Sound.

Miscellaneous Reading Note:

Stanley T. Borden, "Petaluma & Santa Rosa Electric RR," The Western Railroader, Issue 244 (April 1960) (P.O. Box 668, San Mateo, Calif. 50¢. This issue of 36 pages is devoted entirely to the history of this California inter-urban railway which reached San Francisco not by rail, but by sternwheel steamer. Two pages of text and one of pictures tell the story of their four steamers - two named GOLD and two named PETALUMA, the last of which operated in 1950.

For The Blue Pencil!

In the Spring issue, the word "Anniversary" was inadvertently omitted at the end of the first line of PILOT HOUSE on page 2.

Alec Brown's "Steam Packet Bids Melancholy Farewell" (SB, xvi:110) was reprinted from the Newport News Daily Press, NOT Daily News. Our apologies to Alec and the Daily Press for this unaccountable lapse.

The two new lakers for Scott Misener SS (SB, xvi:24) are being built at Montreal by Canadian Vickers, Ltd.

JOSEPH MILLS HANSON, 1877-1960

On February 11, our Historical Society lost one of its most loyal and distinguished members, and one of its vital nucleus of practicing historians, Major Joseph Mills Hanson of Manassas, Virginia. Born in Yankton, South Dakota, 83 years ago, he was first of all a riverman and a steamboat historian, publishing his classic Conquest of the Missouri in 1909. Throughout his numerous later activities, he never lost his love of the river on which his father, Joseph Randall Hanson, was a pioneer settler, and of the steamboats that plied it. One product of this lifelong interest was his "Ho, For The Yellowstone!", written shortly after he joined this Society, as the leading article in our December, 1948, issue (SB, v:73).

Major Hanson's greatest fame, however, was as an authority on the Civil War, and the best energies of his later years went into this study. When he retired in 1947, after 23 years in the National Park Service, he had

held important posts at several National Parks, had literally been the creator of the Manassas National Battlefield Park, and had served as its Superintendent from 1942 on. In 1953, he published, in his Bull Run Remembers, the accumulated fruit of his many years' study of First and Second Manassas. Yet, even in this book about two great land battles, he did not turn away entirely from steamboat history, but included an "Interlude" containing much interesting data on the little-remembered activities of small armed steamers on the Potomac in the first year of the war.

Joseph Mills Hanson's life was one in which this Society may be proud to have had a small part. Rich and complete though it was, there will be none of us who knew him or his books who will not grieve deeply, and a bit selfishly, that it could not have been even longer and richer.

Inland Rivers



The "steamboats" en route to Freedomland by barge. --Flying Camera, Inc., photo.

The country's newest "inland rivers steamboats" have just been completed on salt water by Todd Shipyards for Freedomland, U. S. A., the Disney-type historico-patriotic amusement center opened this June on New York City's Hutchinson River. Laid out in the approximate shape of the United States, the new park will have its "Mississippi River," plied by the twin double-decked sternwheelers. It need hardly be added that there are no wood-fired western river type return-flue boilers beneath the facade of twin stacks and wheels.

Four genuine inland paddlers--two steam towboats, a diesel packet, and a gas ferry, have come to the end of various roads in the past few months. GEO. M. VERITY a S.S. THORPE and WEBER W. SEBALD a JOHN W. WEEKS, 130' Armco Steel towboats built 1927 and 1928, were offered for sale on bids returnable May 9. V. J. KURZWEG of 1925, perhaps the only large (155') diesel sternwheel passenger boat ever built for the Western Waters, which ran summer packet service between New Orleans and St. Louis 1935-1937, has been stripped of her superstructure after lying unused at Baton Rouge since 1947. Her steel hull will be used for storage. On the Missouri, the 63' gasoline sternwheeler BERTHA of 1922 has been condemned by the Coast Guard and laid up near Running Water, South Dakota, apparently putting an end to the ferry which has linked that point with Niobrara, Nebraska, since the 1870's.

Many miles downstream, at New Orleans, where the Mississippi River Bridge Authority has been hamstrung by legalities in its effort to acquire the Algiers-Canal Street Ferry from the Algiers Public Service Company, the latter firm said early in May that "we don't want to abandon the ferry," and hoped some means of continuing it could be found. Two diesel-

electrics, CRESCENT and WESTSIDE, are involved, the steam catamarans ALGIERS and NEW ORLEANS having been sold some months ago.

A famous name was added to the Board of Directors of Greene Line Steamers, Inc., last February, with the election of Tom R. Greene, Jr., son of the late Captain (and SSHSA member) Tom Greene, who brought DELTA QUEEN from California to the Mississippi System. The QUEEN opened her spring season April 1 with a two-week cruise up the Tennessee to Hales Bar Dam, 15 miles below Chattanooga. Two of the rivers' three excursion steamboats, ADMIRAL a ALBATROSS and AVALON a IDLEWILD, had launched their 1960 seasons by May. The big sidewheel ADMIRAL, which confines her movements to the St. Louis area, ran her first trip May 28.

A sight perhaps not to be matched in any other United States port was to be seen last March near Jeffersonville, Indiana: five big steamboats tied up together. According to member J. Mack Gamble, these were the 180' "DPC" twin-screw towboats AMERICA a GUAM b H. E. LEWIS, CASABLANCA, CONSTITUTION a KISKA b W. J. CREIGHTON, GUADALCANAL, and TENARU RIVER.

Best publicized subtraction from the steam fleet this spring was probably HOME-STEAD a A. O. ACKARD, U. S. Steel's famous sternwheel racer of 1922. An active campaign was waged by Pittsburgh interests, sparked by John Zenn and member Fred Way, to have her preserved as a museum piece at that port which she knew so well. But in the end her owners, honoring a prior commitment, presented her to the State of Illinois, which will maintain her at the Fort Massac State Park at Metropolis.

Another steamer to be written off is the little (73') sternwheel DETROITER a COP-R-LOY of 1929, one of the last products of the famous Howard yard at Jeffersonville. Harry F. White of Belle, West Virginia, purchased her last winter and took her up the Kanawha under steam to his landing at Witcher, where diesel engines have replaced her steam power plant.

Two SSHSA members were honored on the Mississippi during the spring. At St. Louis April 21, the Missouri Historical Society conferred a citation of merit on Miss Ruth Ferris for historical work, particularly in the steamboat field. At Vicksburg May 18, a portrait of the late Captain Tom R. Greene was added to the River Hall of Fame on SPRAGUE.

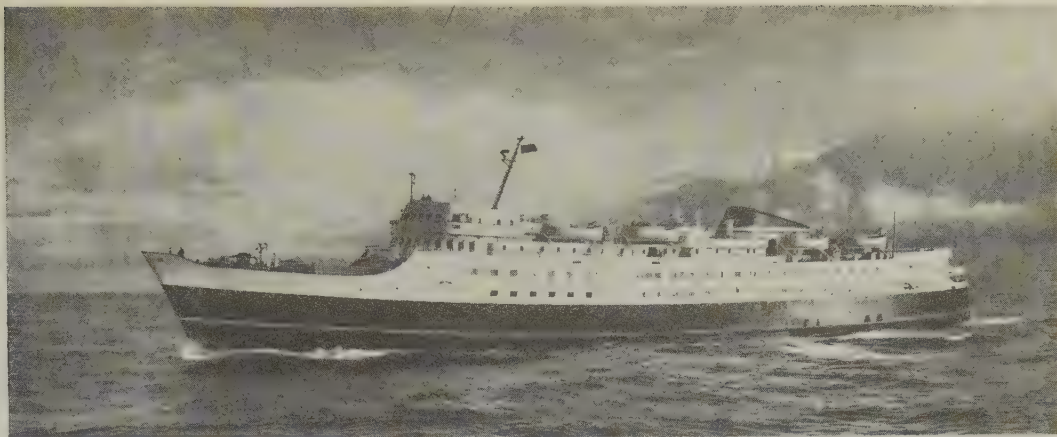
Two new museums of river lore were in the May news. At Hermann, Missouri, a River Room containing a permanent exhibit of riverboat mementos was opened in the old German School May 21. And at Winona, Minnesota, on the Upper Mississippi it was announced the following week that materials were being solicited for a dockhouse museum being established there by W. S. L. Christensen.

Miscellaneous Reading Note:

George Horne, "Waters and Waterways of the World" (N.Y. Times Office of Educational Activities), April, 1960. 16 pages. Illus.

Overseas

KONINGIN
WILHELMINA



THE SYREN
AND SHIPPING

Among a score of small and middle-sized passenger ships launched or delivered abroad in recent weeks, diesel propulsion makes a not-quite-clean sweep. The one exception, and hence our headliner, is the 327' Finnish ferry BORE, built in Sweden and fitted with Gotaverken steam reciprocating engines.

Also Finnish is the oldest foreign passenger steamer in the news: the 105' Åland Islands packet ÅLAND II a PER BRAHE b OSTERGYLLEN c KALLERÖ d OSTKUSTEN, which has gone for scrap. Built in 1857, she steamed for her first 72 years under the Swedish flag.

The largest "short sea" liner to appear in European waters recently, KONINGIN WILHELMINA of Stoomvaart Mij. Zeeland, has already been noted (SB,xvi:118), but we are now able to present a view of her unconventional silhouette. Measuring 393' overall and 6227 tons gross, she will carry 1600 passengers and 45 cars on the Harwich-Hook of Holland cross-channel route at a top speed of 23½ knots.

Three additions to the Soviet Union's 400' class of motor passenger liners, being built in East Germany, are M.URITSKY, LATVIA, and LITWA, the first already in service between London and the Baltic, the second and third launched in February and April.

New passenger and cargo motorships for coastal and island services in widely separate parts of the world include the pretty sister packets BIRD OF PARADISE and SCARLET IBIS, 183' Clyde-built roll-on-roll-off ships for the Trinidad-Tobago run; UKISHIMA MARU, 292' 2600-tonner for Kansai Kisen Kaisha's Inland Sea services; ST. CLAIR of 2700 tons, launched February 29 for the North of Scotland, Orkney & Shetland Shipping Company; and MUNDOORA, 340' Australian cargo-passenger vessel for the Adelaide Steamship Company.

Besides ÅLAND II, the death-roll of passenger steamers includes the British 2-stack paddler GLEN GOWER of 1922, sold to Belgian breakers after two years' idleness (SB,xv:19). Screw steamers doomed to the same fate by the arrival of NAPOLEON and KONINGIN WILHELMINA are the French VILLE D'AJACCIO of 1929, veteran of the Corsican run, and the 38-year-old Dutch Hook of Holland packet MECKLENBURG.

Better luck attended BIDSTON of 1933, last steamer built for the Liverpool-Birken-

head ferry, which became surplus on the recent arrival of the diesel MOUNTWOOD. She has been chartered by the Cork Harbour Commissioners as a tender, displacing there another former Mersey ferry, KILLARNEY a FRANCIS STOREY of 1922, which will be scrapped. In May, the 152' MOUNTWOOD was joined in the Birkenhead Corporation fleet by a sistership, WOODCHURCH.

The British Transport Commission has sold the 2-stack Denny-built Channel Islands steamer ISLE OF JERSEY of 1930 to Mohammed Senussi Giaber of Tripoli. She is refitting on the Tyne for Mediterranean pilgrim trade.

The story of TICONDEROGA, CAYUGA, and WESTERN STATES is being reenacted on the other side of the world, in the case of the well-beloved Sydney Harbor "showboat" and ex-ferry KALANG. This 200' 3-decked double-ender, delivered from Britain under her own steam in 1926 as a 48-car ferry, lost her first job to the Sydney Harbor Bridge in 1932. Revived and rebuilt as an excursion boat in 1937, she became a regular feature of Sydney life for 20 years, with an interval of war service in New Guinea waters. Early in 1958, when she was threatened with retirement, a group of local businessmen and enthusiasts purchased and continued her in operation. But even an annual patronage of 250,000 failed to pay her way and she was again laid up and sold. Her new owners, Pacific Boatels Pty. Ltd., plan to make her a floating tourist hotel at Sydney.

Seven ferry ships for six European flags and one South American have been launched or run their trials in recent weeks. They are (with gross tonnages, where known) the Swedish DRAGOR, the Dutch PRINSES IRENE (4665), the Norwegian-built EUROPATERGEN (2100), the West German BREMERHAVEN (2500), the Italian REGGIO

ISLE OF JERSEY



THE SYREN
AND SHIPPING

(3100), the Danish PRINSESSE ANNE-MARIE (3500), and the Argentine CIUDAD DE PARANA (3000).

The 290' luxury river cruise liner EURO-PA made her first sailing from Rotterdam June 5, for Basle, 500 miles up the Rhine. Owned by the Köln-Düsseldorfer Rheindampfschiffahrt of Köln, she will make the trip upstream in 5½ days, down in 3½, carrying 200 passengers.

SIDEWHEELER SURVEY SUPPLEMENT



CYKLOP

--Photo courtesy J. Meister

Interesting late returns are still coming in on the European paddle steamer survey. Information chiefly from Dr. Schmidt of Reinbek and J. Meister of Lyon permit us to make the following substantial additions of steam-propelled river sidewheelers, chiefly tugs: Danube (passenger, Communist operated)

KAVKAS a HELIOS

Danube (tugs, all believed Austrian)

BUCEGI

CYKLOP

PERSENBEUG

Elbe (Czechoslovakian tugs)

Ceskoslovenská Plavba Labská

BRNO

LODLADICE

DECIN

LOVOSICE

KARLIN

MELNIK

KOLIN

PODEBRADY

LITOMIRICE

PLZEN

VISERAD

PRAHA a KONIG FRIEDRICH AUGUST

Rhine (passenger, Swiss, owner unnamed)

HOHENKLINGEN (retired 1958, and scrapped)

Rhine (tugs, West German, owners unnamed)

BRAUNKOHL XV

LOUIS GUTHJAHR

DUISBURG

LUDWIGSHAFEN 23

FRANZ HANIEL X

*MATHIAS STINNES

FRANZ HANIEL XIV

RAAB KARCHER I

RAAB KARCHER XIV

Rhine (tug, French, owner unnamed)

BREST

Rhone (tug, French, owner unnamed)

LE RHONE

Tyne (tug, British)

France Fenwick Tyne & Wear Company

ROKER

Weser (tugs, West German, owners unnamed)

OKER

RUDOLF TEWES

* Perhaps out of service

Reviews

Send books for review, reading notes and contributed reviews to: C. Bradford Mitchell, 7019 Shore Road, Apt. 1-L, Brooklyn 9, N.Y.

Freshwater Fury: Yarns And Reminiscences Of The Greatest Storm In Inland Navigation, Frank Barcus. Detroit 2 (Wayne State Univ. Press), 1960. 166 pages. Ill. App. Index. \$3.95.

Two of the greatest marine disasters occurred not on the ocean but on North American fresh water: the SULTANA explosion and the Storm of 1913. The first is probably the better known to Americans, and the only one known abroad. Even with thousands of Europeans now penetrating the Great Lakes annually, it is doubtful, after almost half a century, that they will learn much of it by word of mouth.

Hence, Mr. Barcus' book is both valuable and timely. It is obviously based on strenuous research, including alert exploitation of eye-witness material while some witnesses were still alive to be interviewed. Full use is also made of government and shipping records. The author knows his lakes and his lake boats, and he writes very well.

He is somewhat hampered by the fact that the core of the disaster was the disappearance with all hands of 12 ships, including some of the lakes' largest and newest. Their story is necessarily a blank, except for what can be guessed from bodies and wreckage cast ashore, or from the vast, silent hulk of CHARLES S. PRICE, overturned but temporarily afloat. However, Mr. Barcus compensates for this central lacuna by full and fascinating accounts of what befell over a score of other vessels which fought through alive, or drove ashore.

His reliance on primary sources is commendable but does not always enhance the effectiveness of his book as reading matter. Contrary to a popular assumption, the "plain, unvarnished tales" of seafarers untainted by literary training do not always make for dramatic or even convincing effects, especially in large doses. If one has a small objection to Freshwater Fury, it is that Mr. Barcus too often adopts a needlessly hands-off attitude with his witnesses. His book would be just as persuasive if he had consigned some of his direct quotation to the appendices.

But this is a good book, an exciting book, and a permanently valuable reference work. Its appended loss data, schematic drawings of lake freighters, weather reports, and nautical glossary add to its scholarly value. Above all, it tells its cataclysmic story in terms of people, even more than of steamers--and this is the only way in which the magnitude of the Great Storm can be truly conveyed.

DELTA QUEEN, The Story of a Steamboat, Virginia S. Eifert. New York 16 (Dodd, Mead, 432 4th Av.), 1960. 242 pages. Ill. Index. \$3.50.

It is of special interest to SSHSA members that a book-length tribute to DELTA QUEEN should appear only a few weeks before the Society's 1960 meeting onboard this last overnight steamboat of the Mississippi system. Written by a talented devotee of the Mississippi, the work should find eager acceptance among the QUEEN's ever-increasing retinue.

In spite of its title, only five chapters out of 23 primarily concern DELTA QUEEN. Another six deal with river steamboat history. The entire balance of the volume-137 pages--treats the landscape, towns, legend, and history of the Ohio and Mississippi, with enough mention of the QUEEN to show that it is written from a passenger's viewpoint. Hence, it might be more suitable to consider it a very superior traveler's guide with notes on boats and services than "the story of a steamboat."

Mrs. Eifert catches and transmits the atmosphere of the rivers and river travel superlatively well. She also gives the reader a vivid and inviting picture of DELTA QUEEN and the Greene Line as she has known them. In a way, it is too bad that she tried to do any more. For, despite the available counsel of a distinguished battery of experts, she still entertains and gives utterance to some startling ideas on steamboats and nautical history: e.g., that sternwheelers as a class "went faster" than sidewheelers, that a pilot used "bell pulls to signal changes in course to the engine room," that TITANIC had more American dead than SULTANA, that a sternwheeler with only one stack was "odd" on far western rivers, that "the clipper ship trade" was declining in 1810, that DELTA QUEEN is the country's "very last overnight passenger steamboat," or that she raises steam by "hot Diesel fires."

The historical part of the volume must be taken, in other words, with more than a few grains of salt. So seasoned, however, it makes excellent reading, for either the deck chair or the steamboat study. Mrs. Eifert is a passenger, par excellence, yet she sees and writes of steamboats with far more sensitivity of observation and eloquence of style than most "authorities" can command. Her book is a valued addition to river literature.

Steamboats on the Kentucky River, J. Winston Coleman, Jr. Winburn Farm, Lexington, Ken. 1960. 42 pages. Ill. Paper covers. \$1.25.

Mr. Coleman has produced a number of publications covering various aspects of Kentucky history. This booklet is his first venture into the field of our Society, and its quality is such that we are pleased to list it in these columns. It tells concisely and interestingly of the navigation of the Kentucky in the heyday of steamboating. At one time a regular trade - "subject to water conditions" - was operated up to Irvine, Kentucky, close to 200 river miles from the Ohio; passenger packets ran to Frankfort until the 1920's.

The booklet is annotated with many footnotes for those who want sources. The early vessels were checked in our Lytle List, and no errors found. This reviewer would like to have seen a map of the river included, or at least a consecutive list of the landings, railroad timetable style.

The "specialists" in our Society should be inspired by this fine little book to set down the story of their own favorite river, lake or coastline. JTW

Red Duster, White Ensign: The Story of the Malta Convoys, Ian Cameron. London, EC 4 (Frederick Muller, 110 Fleet St.), 1959. 218 pages. Ill. Index. Maps. 25s.

Royal Standard, Red Ensign: With the Queen in the GOTHIC, David Aitchison. Dunmow, Essex (Pall Mall Press, Rood End), 1958. 248 pages. Ill. Maps. 21s.

Least two very similar titles (for non-Britons, at least) be confused and some very good nautical reading missed, we review Royal Standard, Red Ensign and Red Duster, White Ensign together. Apart from their titles, they have, at first glance, little in common.

Mr. Cameron's work covers the desperate two-and-a-half years from the fall of France in 1940 to the North African victories of 1942, when the tiny Maltese islands were the solitary speck of free world terrain for over a thousand miles in any direction. The effort to supply and preserve this potential springboard for counterattack produced one of the war's greatest and grimmest sea stories.

The 11 convoys which left Gibraltar and Alexandria between August, 1940, and November, 1942, were probably the bravest, most brilliant example of merchant-naval cooperation in the European war. Adding 30-odd solo sailings, about 100 merchantmen challenged the Axis blockade, of which 30 or more were sunk. Though chiefly a British ordeal, the nip-and-tuck battle involved at least two American vessels: the carrier WASP, which brought Spitfires without which Malta could not have survived, and the British-manned Texaco tanker OHIO which, in sinking condition, delivered a crucial oil cargo in the summer of 1942.

Strong on strategy, tactics, and battle dramatics, the book is perhaps a bit weak on what the Malta gauntlet meant to the men who ran it. Its statistical tables give the vessel cost but not the human. On the other hand, Mr. Cameron has a keen feeling for the personalities, sufferings, and triumphs of the ships themselves, and men are implicit in ships.

In Royal Standard, Red Ensign, Captain Sir David Aitchison tells a very different tale, and tells it well. As Shaw Savill's senior master, it fell to him to command GOTHIC when she carried Elizabeth II on the 1953-54 Royal Tour. Modern passenger-ship masters' duties are notoriously bedeviled by a complex of diplomatic and administrative obligations overlaid on the arduous-enough navigational

function. But these requisites are nothing to those of a master who must at all times bear the full burden of command on a global circumnavigation, yet be responsive to the needs (and whims) of a naval escort, a "Flag Officer, Royal Yachts" (his ship being now an R.Y.), a press corps, and a royal household. It is interesting that he had least trouble with the household, and writes of them with unaffected esteem, in a book elsewhere spiced with superbly discreet and delicious ironies.

His basic theme, however, is solid--if exotic--seafaring. He had to cope with all the incidents of any long voyage: weather, cargo-handling, engine trouble, illness, death. In addition he had to keep pinpoint, split-second rendezvous at sea, thread swarms of small craft who refused to worship from afar, arrange risky ship-to-ship transfers, even of exalted persons, and maneuver in cramped dangerous corners not usually frequented by big liners. His account of the navigation required to land the Queen at Cocos is a masterpiece of understatement. His book alone would warrant the knighthood he earned by this tour of duty.

Unlike as they are, these books have more in common than title. Each depicts a heroic moment in the story of Britain's merchant navy, one in war, one in peace. Each shows men of commerce vying with men of war, and not coming off second best. Each, by strange coincidence, sets its climactic scene at Malta during triumphant visits of well-respected monarchs, father and daughter. And each is a top-flight marine book, not to be missed.

The "All-Red Route," 1893-1953. A History of the Trans-Pacific Mail Service between British Columbia, Australia, and New Zealand, J. H. Hamilton. Victoria, B. C. (Provincial Archives), 1956. 129 pages. Ill. Index. \$1.50.

Scarcely noted in Steamboat Bill's third month of life was an event which presaged the end of one of North America's leading ocean steamer services. The event was the loss of NIAGARA by striking a German mine off New Zealand, en route to Victoria; the service, that of the Canadian-Australasian Line. True, the line did survive the war, and its great two-funnel motorship AORANGI did resume service for a few years. But it was already known in 1940 that replacements would not be built for NIAGARA and AORANGI, which were already 27 and 15 years old, on a two-ship route.

In a detailed and scholarly article reprinted from the British Columbia Historical Quarterly, Mr. Hamilton tells the story of these ships and their predecessors on the "All Red Route." He tells of its foundation by James Huddart's MIOWERA and WARRIMOO, its 30 years of operation by the Union Steamship Company of New Zealand, and its last days under joint Union-Canadian Pacific ownership. Copious appendices cover the history of government subsidies on the route, the 16-ship fleet roster, "Vancouver Offices and Offici-

als," and data on the unbuilt ships planned in 1938 to replace AORANGI and NIAGARA.

The "All-Red Route" will stand as one of the basic reference works on the deep-sea shipping of Canada and the Pacific Ocean.

Steamboat Days on the Skeena River, British Columbia, Wiggs O'Neill. Kitimat, B.C. (Northern Sentinel Press, Box 3529), 1960. 35 pages.

In the mammoth task of filling in the full history of steam navigation on this continent, the most elusive but by no means the least interesting jigsaw pieces are the stories of the "branch lines"--river, lake, and short saltwater runs which may have employed only a few boats and lasted for only a few years. Usually these pieces of the puzzle are supplied, if at all, as public services by dedicated volunteers with the true historian's determination that these minor but significant bits of the grand story shall not be lost.

Such a volunteer is Wiggs O'Neill of Smithers, British Columbia, who, with the editorial collaboration of Stan Rough of Kitimat, has produced a valuable firsthand booklet on the steamboating of the Skeena, which he describes as "the most difficult and formidable river ever to be navigated on the whole North American continent." His story tells of the hair-raising rocks, bends, and rapids which substantiate this claim, the first steamboats which penetrated the Skeena in the 1860's, and those which maintained continuous service between salt water and Hazelton from 1891 to 1912, when the railroad was completed.

A pictorial cover shows the sternwheeler INLANDER of 1910, last of the Skeena steamers.

Century Of Service, Peninsular & Oriental Steam Navigation Co. London, EC 3. 20 pp.
A Century of Pioneering, Merritt-Chapman & Scott Corp. 261 Madison Ave., NYC 16. 20 pp.
The S.S. DELTA QUEEN's Historic Steam Calliope, Greene Line Steamers. Cincinnati. 12 pp.
T.J. POTTER, Donald H. Bates, Durham & Bates, 922 SW Stark St., Portland 5, Ore. 8 pp.
Calumet Shipyard & Dry Dock Co., 9367 Harbor Ave., Chicago 17, Ill. 16 pp.
Nashville Bridge Co., Nashville 1, Tenn. 20 pp.

The six illustrated brochures listed above have recently been issued by companies engaged in varied marine activities. All are attractive and worthwhile. The centennial marked by the P. & O. booklet is that of the arrival at Nagasaki in 1859 of AZOF, their first ship to Japan. The M-C. & S. booklet, first published as a Sunday supplement to the New York Times, commemorates the 1860 founding of Israel Merritt's Coast Wrecking Co. and describes the diversified activities of the present vast corporation, which include the New York Shipbuilding Corporation, builders of the N. S. SAVANNAH. The Greene Line and members E.J. Quinby and Richard Symington are to be thanked for an interesting collection of historical data on steamboat calliopes, to

mark the advent of DELTA QUEEN's ultramodern model. If the booklet is to be reprinted for future distribution on board, there are a number of minor but annoying errors which should be ironed out. The T.J. POTTER booklet, subtitled "Some fond recollections about the palatial river steamer that plied the Willamette and Columbia rivers 1888 to 1920," is something every sidewheel collector will desire. Calumet and Nashville Bridge, both prominent builders of river craft, tugs, and small lake and ocean vessels, have produced what are at the same time catalogs of their products and useful additions to marine library shelves.

La Marina Mercantile Italiana: Nove Secoli di Storia; Cinque Milioni Tsl., ed. by Giuseppe Annovazzi. Genoa (Sigla Effe), 1958. 167 pages. Ill. Appendices. Index.

La Flotta Mercantile Italiana: Armamento Libero; Armamento Fimmare. Same ed. and pub., 1959. 115 pages. Ill. Fleet lists.

The history and present composition of Italy's merchant marine are admirably covered in these volumes, which come as a boxed set. Sumptuously and artistically produced, they are an impressive progress report on a fleet which in 16 years has built itself back from ruin and statistical insignificance to the 5,000,000 gross tons which now make Italy one of the leading maritime powers.

The earlier of the two is concerned with history and description. It is about evenly divided in two parts: "900 Years of History" and "5 Million Gross Tons." The former comprises chapters on shipping origins, the age of sail, and that of steam. These are worldwide in scope, though with emphasis on Italy's maritime story. The book's second part describes her postwar rebuilding program and present fleet—the "Fimmare" group of premier liner services being treated separately.

In La Flotta, the editors cover the contemporary fleet statistically and analytically. Its main section is a series of scale silhouettes of all merchantmen now under the Italian flag, grouped by ownership, showing

tonnage and, by color of the silhouette, the age category in which each vessel falls. A dozen pages of statistics and type particulars precede the main section, which is followed by a 22-page register of Italian ships.

Both Signor Annovazzi and Signor Ernesto Fassio, who contributes a preface to each volume, are to be congratulated on this work.

Australian and New Zealand Ships of Today, Frank Norton. Sydney (Angus & Robertson, 89 Castlereagh), 1958. 95 pages. Ill. A22s. 6d.

It is more than 30 years since Gregory's large, costly, and increasingly rare Australian Steamships, Past and Present, was published—30 years in which depression, war, and the rapidly shifting balance of sea, land, and air transport have wrought great changes. The publication of Mr. Norton's book is therefore very welcome to Americans seeking information on the steamers of the Antipodes today.

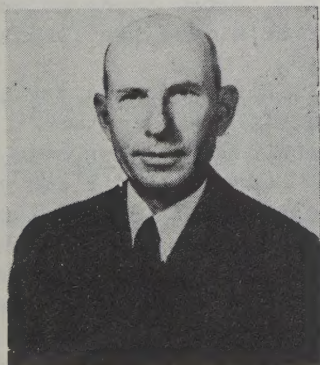
These steamers, as well as the region's sailing and motorships, are described in the 12 chapters of this book with surprising comprehensiveness, in view of its comparative brevity. Its heart is a group of five chapters treating passenger liners, cargo ships, fishing boats, sailers, and miscellaneous small fry including ferries and tugs. There are also sections devoted to famous ships of the past, worldwide services to the dominions "down under," and ships in war service.

The book is profusely illustrated, entirely by drawings. Most of these are broadside silhouettes or cutaways, but there are also full-page pictures, maps, and flag and funnel charts. Even the covers are pictorial, featuring the Union Liner MAORI, the tanker WILLIAM G. WALKLEY, and the tug SYDNEY COVE.

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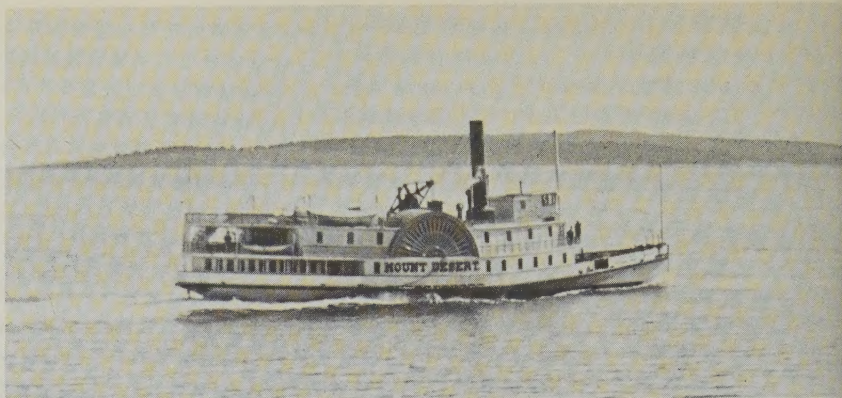
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Heard On The Fantail

Send:

FANTAIL views, reminiscences, notes on steamboat and steamship operation, news of members, to:

Jay Allen
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Urbana
Illinois



Again we are gathered "on our steamboat's aft deck between main and hurricane decks," as we explained it on our first trip, April, 1940. So draw up a camp stool or deck chair for our Fantailer's twentieth anniversary reunion, as the sunset deepens over the foaming wake. The wake shown here is that of MOUNT DESERT shortly after she had crossed Bass Harbor Bar going west. This is the scene of the episode described above (p.36) by Capt. Scott in which J. T. MORSE "hopped over the bar." Bill Ballard, who contributed the view, writes that it is "from a glass plate made by our late Dr. George Neal, when he was working his way through medical college... I judge the time to be about 1900... The plate is marked as having been taken from Bass Harbor Head Light." "Old MOUNTY" preceded J. T. MORSE on the Bar Harbor Line.

Normally, of course, the MORSE did not "hop" over this bar, but John Davidson, who used to summer at Gott's Island south of the bar, has this to say:

"From our cottage, with the prevailing westerly winds, every morning we would hear the thud-thud-thud of the MORSE's paddles against the water as she came across Blue Hill Bay... If it was low tide, the noise of the paddles would stop when she got to Bass Harbor Bar where the depth is only 12 feet, and she would drift across the bar under her momentum. Once across, the paddles would resume their steady sound as she headed for the bell buoy off Long Ledge."

As Fantail columns have reflected, I have always been fascinated by the techniques of making landings. I came down from Bangor to Boston on BELFAST on July 23, 1935, her last season in Maine. Here are some notes that may be of interest:

4:00 p. m. Lv. Bangor. Back on stern line. Several salutes en route.

5:00 p.m. Winterport. High tide; just turned. Too high to load an auto. Gangplank sloping down from boat! One of MORSE's seaman on same job here.

5:20 p. m. Passed freighter HIELEN of Oslo, bound up with a load of lumber.

5:50 p. m. Left Bucksport. Backed on stern line. Had used foc'sle line & spring line forward; breast and stern lines aft.

6:55 p. m. Arr. Belfast. Used foc'sle line, cross springs, breast & stern. Port landing. Backed way around on stern line to right angle to wharf. Then out. Used winches to pull in line when swinging. Through with freight 7:05. Waited till 7:15 to leave.

8:30 p.m. Made Camden in fog. Same lines as at Belfast. Starboard landing. Rain. Fog lifted. Left 8:45. Swing in on bow & forward spring lines; then back pretty straight. Ahead and swing to port out of harbor.

9:20 p.m. Docked at Rockland. All 5 lines out. Talked to Dunton (agent) & Freeman (mate of the MORSE). W. S. WHITE in SOUTHPORT's former berth. NORTH HAVEN on north side. MORSE's berth vacant. Left 9:50. Backed on (port) stern line. Got her about 45° out when seaman & two officers came in succession to tell Capt. Rawley the 2 passengers and an auto had just arrived. After 2 min. conversation Rawley decided he'd lose 3/4 of an hour getting her in again, planks out, etc. So he resumed backing until about 80°, then made out of the harbor. Light fog. Distant lightning. Passed Owl's Head 10:10. Turned in about 11.

July 24. Up about 6:20. Out in bow for a while. Breakfast on board. SS YARMOUTH coming up astern. Passed us to starboard coming up the harbor. Fine showing, but she's too much down by the head under way. Capt. Rawley takes BELFAST second half of the month, and Capt. Crockett (formerly of CAMDEN) the first. Neatly docked at 8:10. YARMOUTH still backing in. Capt. Rawley very cordial this a.m. Shook hands and conversed a bit after he'd made the landing. Promised him a photo.

And there's Capt. Clark blowing for another landing to end trip #74. I won't be with you regularly from now on, but hope to see you on trip #76. Meantime, if I can get my hands on the whistle cord I'll blow two shorts and a long for Ed Clark. Compare this issue with the Tenth Anniversary Issue and you'll agree that the progress we've made under his command deserves a salute!

Best wishes to all,

--STEAMBOAT BILL.

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The Steamship Historical Society of America was established in 1935 as a means of bringing together those amateur and professional historians interested in the history and development of steam navigation past and present. Incorporated in the State of Virginia in 1950 as a tax-exempt corporation, the Society is affiliated with the Marine Historical Association of Mystic, Connecticut. Close cooperation is maintained with other museums throughout the U. S. and Canada, including the Peabody Museum of Salem (original sponsors of the Society), The New York Historical Society, The Mariners Museum, Newport News, Va.

The Society conducts many interesting activities in which all regular members can participate. They include the following:

1. **Subscription** to quarterly journal, *Steamboat Bill*. This is included in dues.
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Anyone seriously interested in steam or other power driven vessels, past and present, is eligible to apply for membership in The Steamship Historical Society of America, Inc. Dues are in various classes, beginning at \$4.00 for Annual Members. Members of the national organization are eligible to join chapters.

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Photo Bank sales are temporarily suspended while the Bank is being reorganized and new lists prepared. Members will be notified as soon as orders can again be accepted. Our Library, presently constituted at West Barrington, is temporarily not available to the members due to the passing of Mr. Patt.

